



Shagunway trail - 68

Lehighfoot

Page 12-14-15-17-

31-33-40-53-58-61-82

Dalton - - - 17

Lehigh cat

White pass

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Library of Sheldon Jackson presented to the
Presbyterian Historical Society. *Sheldon Jackson*

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NEW LAND OF GOLD.

Facts and Figures About Klondike Discoveries.

A lady in this city Monday received the following letter from Dawson City, under date of June 18, which contains the fullest, most succinct and accurate account of the great gold discoveries, which has yet been in print. The writer is well-known in Seattle:

The first discovery of gold on the Klondike was made the middle of August, 1896, by George Cormack on a creek emptying into the Klondike from the south, called by the Indians Bonanza. He found \$1.60 to the pan on a high rim, and after making the find known at Forty-Mile went back with two Indians and took out \$1,400 in three weeks with three sluice boxes. The creek was soon staked from one end to the other and all the small gulches were also staked and recorded. About September 10 a man by the name of Whipple prospected a creek emptying into Bonanza on No. 7, above Discovery, and named it Whipple creek. He shortly afterwards sold out and the miners renamed it Eldorado. Prospects as high as

\$4 to the pan were found early in the fall. Many of the old miners from Forty-Mile went there and would not stake, saying the willows did not lean the right way and the water did not taste right, and that it was a moose pasture, at being wide and flat. Both creeks were staked principally by "chee chacoos" (new men in the country), and early as they could get provisions, about 250 men went there and commenced prospecting, by sinking holes to the depth of from nine to twenty-four feet, doing so by burning down, as the ground was frozen solid to bed rock. November 23 a man by the name of Louis Rhodes located on No. 21, above on Bonanza, got as high as \$65.30 to the pan. This was the first big pan of any importance, and the news spread up and down the creek like wild fire. This news reached Circle City 300 miles farther down the Yukon river, but nobody would believe it. Soon after large pans were found on both Bonanza and Eldorado, and each creek was trying to out rival the other, until a man by the name of Clarence Berry got \$100 to the pan. From that time on Eldorado held a high position. Many claims from the mouth up for a distance of three miles got large pans—until they reached as high as \$280. About March 15, 1897, I reached the diggings from Circle City, having hauled my sled the whole distance without a dog. The importance of the new strike had become too significant to be overlooked, and about 300 men from Circle City undertook the journey in mid-winter. Such an exodus was never known before in the history of the Yukon, but not a man lost his life, although several had their faces and toes nipped at times. Even some of the most resolute and dis-solute women made the journey in safety. Fancy prices were paid for dogs by those who were able to purchase, and as high as \$175 and even \$200 were paid for good dogs. Almost any kind of a dog was worth \$50 and \$75 each.

When I first reached the new camp I was invited by the butcher boys—Murphy Thorp, of Juneau, and George Stewart, from Stuck Valley, Wash.—to go down in their shaft and pick a pan of dirt, as they had just struck the rich streak. To my surprise it was \$282.50. In fourteen pans of dirt they took out \$1,565 right in the bottom of the shaft, which was 4x8 feet.

March 20 Clarence Berry took out over \$300 to the pan. Jimmy MacLanie took out over \$200 to the pan; Frank Phiscater took out \$135 to the pan. The four boys from Nanaimo took as high as \$125 to the pan. They were the first men to get a hole down to bed rock on Eldorado and find good pay. They had Nos. 14 and 15.

In fact, big pans were being taken on nearly every claim on the creek, until \$100 and \$200 pans were common. April 13 Clarence Berry took in one pan 39 ounces—\$495—and in two days panned out over \$1,200. April 14 we heard some boys on No. 30 Eldorado had struck it rich and taken out \$800 in one pan. This was the banner pan of the creek, and Charles Myers, who had the ground on a lay, told me that if had wanted to pick the dirt he could have taken 100 ounces just as easy.

Jimmy MacLanie took out \$11,000 during the winter just in prospecting the dirt. Clarence Berry and his partner, Anton Strander, panned out about the same in the same manner. Mrs. Berry used to go down to the dumps every day to get dirt and carry it to the shanty and pan it herself. She has over \$6,000 taken out in that manner.

Mr. Lippy, from Seattle, has a rich claim, and his wife has a sack of nuggets alone of \$6,000 that she has picked up on the dumps. When the dumps were washed in the spring the dirt yielded better than was expected. Four boys on a lay, No. 2 Eldorado, took out \$49,000 in two months. Frank Phiscater, who owned the ground and had some men hired, cleaned up \$94,000 for the winter. Mr. Lippy, so I am told, has cleaned up for the winter \$54,000. Louis Rhodes, No. 21 Bonanza, has cleaned up \$40,000.

Clarence Berry and Anton Strander have cleaned up \$130,000 for the winter.

Enclosed are the names of some of the boys who are going out on this boat, with the approximate amounts:

Ben Wall, Swede, Tacoma	\$50,000
William Carlson, Swede, Tacoma.....	50,000
Wm. Sloan, English, Nanaimo.....	50,000
John Wilkerson, English, Nanaimo..	50,000
Jim Clemens, American, California..	50,000
Frank Keller, American, California..	35,000
Sam Collej, Iclander	25,000
Stewart and Hollenshead, California.	45,000
Charles Myers and partner, Arizona.	22,000
Johnny Marks, Englishman	10,000
Alex Orr, Englishman	10,000
Fred Price, American, Seattle.....	15,000
Fred Latisceura, Frenchman	10,000
Tim Bell, American	31,000
William Hayes, Irish-American	35,000
Dick McNulty, Irish-American	20,000
Jake Halterman, American	14,000
Johnson and Olson, Swedes	20,000
Neil McArthur, Scotchman	50,000
Charles Anderson, Swede	25,000
Joe Morris, Canadian	15,000
Hank Peterson, Swede	12,000

There are a great many more going out with from \$3,000 to \$10,000 that I do not know.

This is probably the richest placer ever known in the world.

They took it out so fast and so much of it that they did not have time to weigh it with gold scales. They took steelyards and all the syrup cans were filled. It looks as if my time would come about the time I am ready to die.

One man received word that his wife and little girl had died since he came in here, and now he is going out with \$25,000.
ARTHUR PERRY.

Clarence Berry.

Clarence Berry is regarded as the luckiest man in the Klondike. With a miner it is all uck, nothing else. Ten months ago Mr. Berry was a poor miner and today he is in Seattle on his way to his home in Fresno, Cal., with \$130,000 in gold nuggets. He said rather modestly:

"Yes, I've been rather fortunate. Last winter I took out \$130,000 in 30 box lengths. A box length is 12x15 feet, and in one length I found \$10,000. Another time, the second largest nugget ever found in the Yukon was taken out of my claim; it weighed 13 ounces and was worth \$231.

"I have known men to take out \$1,000 a day from a drift claim. Of course, the gold was found in pockets, and those finds, you can rest assured, were very scarce.

"I would not advise a man to take in an outfit that would cost less than \$500. He must expect to be disappointed, and the chances are that he may prospect for years without finding a paying claim, and again he may be lucky enough to strike it rich.

"The country is wild, rough and full of hardships for those unused to the rigors of Arctic winters. If a man makes a fortune he is liable to earn it by severe hardship and sufferings. But, then, grit, perseverance and luck will probably reward a hard worker with a comfortable income for life."

Inspector Strickland.

Inspector Strickland, of the Canadian mounted police, is en route to Ottawa on official business. His statements were guarded and conservative. He said there were only two mining districts in what is known as the Klondike section and they are called the Hunker and Bonanza districts. He added:

"When I left Dawson City a month ago there were about 800 claims staked out and

there were between 2,000 and 3,000 people in there. We can safely say that there was about \$1,500,000 in gold mined last winter. The wages in the mines were \$15 a day and the saw mill paid laborers \$10 a day.

"The claims now staked out will afford employment for about 5,000 men, I believe. If a man is strong, healthy and wants to work he can find employment at good wages. Several men worked on an interest or what is termed a 'lay' and during the winter realized from \$5,000 to \$10,000 apiece. The mines are from 35 to 100 miles from the Alaska boundary."

A Seattle Man.

William Stanley, of Seattle, is among

the passengers. He left his son in charge of his interests in a couple of claims. He went to the Klondike last year and is now returning with nearly \$90,000 in gold.

Henry Anderson, a native of Sweden and well known on the Sound, sold a one-half interest in his claim on El Dorado creek and is coming back to Seattle with \$45,000 spot cash, the proceeds of the sale.

T. J. Kelly and son, of Tacoma, went in last year and made \$10,000. The son is in charge of the claim and the father is among the Portland's passengers.

Sackful of Nuggets.

Richard Blake, of Dungeness, has been successful and is coming back to the place where he was born and raised with a big sackful of nuggets.

William Sloan, formerly a dry goods merchant of Nanaimo, B. C., sold his claim for \$52,000, and with the gold he took from the mine has come back to civilization.

Another man by the name of Wilkenson, of the same city, sold his claim for \$40,000 and is back to stay.

Bob Strong, of Port Townsend, has a good claim, and is in a fair way to make a fortune, but his brother, William G. Streng, is not so fortunate. They are both working on the El Dorado river.

A Pugilist's Fortune.

Jack Horne, of Tacoma, formerly a well known lightweight pugilist of Puget Sound, went to the Klondike last fall and worked on a "lay." He is returning with something over \$6,000, which is probably more than he could have realized in the "ring."

With \$35,000.

Frank Keller, of Los Angeles, is on board the Portland with \$35,000. He went in last year, mined during the winter and last month sold the claim for that sum.

Briefly, such is the story of nearly every miner on board. They all have gold, and it is piled about the staterooms like so much valueless hand baggage. They attribute their success to "lucky strikes" and aver that thousands of people will rush to the Yukon valley in the next year or two, and after undergoing great hardships and privations will probably return broke in health and finances. All of the miners lay great stress on the necessity of taking in plenty of supplies and say that the proper outfit will cost not less than \$500 to each man and that it is advisable to purchase provisions and clothing in Seattle.

STANLEY'S GOOD LUCK.

The Hardships and Success of a Seattle Man in the Klondike Mining Region.

William Stanley, one of the argonauts who came back from the Klondike on the Portland, is a Seattle man, his residence being at the lower end of Taylor street, four blocks below Jackson, where he owns a small five-room house. His family, consisting of a wife and seven children, have struggled along bravely during his absence in search of wealth. Speaking on Sunday to a Post-Intelligencer Reporter of his trials and great good fortune in the Alaskan placer fields, Stanley said:

"I went to the Yukon a year ago last March, having never been there before. On the steamship Al-Ki en route to Juneau and Dyea my son, Samuel Stanley, and I met Charles and George Worden, brothers, and we entered into a kind of partnership, since which time we have been continuously associated together in mining and other business affairs. The Wordens were formerly from Sackett's Harbor, N. Y., where their mother now lives. In California, where Charles lived for a number of years, he worked for a Petaluma dairy concern.

July
1897

Sheldon Jackson

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"We had been wandering through the Yukon districts for several months with little or no success, when in the latter part of last September we heard of the Klondike discoveries. At this time we were en route along the Stewart river, being bound for Forty-Mile, and were at Sixty-Mile when the news of the strike first reached us. We hastened to the Klondike, stopping first at the mouth of the stream. The day following our arrival the little steamer Ellis, with 150 wildly excited miners who had also heard of the news, arrived. There was a rush and a mad run for the new discoveries along Bonanza and Eldorado creeks. We brought up first on Eldorado creek, locating claims Nos. 25, 26, 53 and 54. That was about the 1st of October. We prospected 25 and 26 until we satisfied ourselves that we had good pay dirt in each. Then we set about making permanent improvements for the winter, such as building cabins. This done, we set to work sinking prospect holes in different parts of the gulch. We had no blankets. Good pay dirt was taken from every hole, and at the end of three months' work we cleaned up \$112,000. In getting this much gold we did not drift over 200 feet altogether up and down the stream. Nor did we cross-cut the pay streak. We calculate that these two and also 43 and 54 will run upwards of \$1,000 to the lineal foot, and I figure that we have fully \$2,000,000 in sight in the four claims. There is little or no difference in the 55 and 56 claims on Eldorado. In fact, there are no spotted claims on the creek. It is a case of all gold and yards wide and yards deep. Anywhere you run a hole down you find the pay streak.

"Our pans will average \$3 throughout all of the Eldorado claims. Many go as high as \$150, and some still better. I took out \$750 in five pans, and did not pick the pans, either. I took the pan against my breast and simply scooped it in off the bedrock.

"To make a long story short, I think Eldorado creek is the greatest placer proposition in the world. There has never been anything discovered on the face of the globe like it.

"How much do I think Eldorado creek has yielded and will yield?

"Well, we have all done more or less figuring on that with about the same result. For my part I would not be afraid to guarantee \$21,000,000, and it will probably reach \$25,000,000."

"Will other creeks be found in the Klondike district anything like as rich as Eldorado?"

"Certainly; and in my opinion there will be a number of them, too. Bear gulch is almost another Eldorado. There is a double bedrock in Bear gulch, though but very few know it. The bed rocks are three feet apart. The gold in the lower bed rock is as black as your shoe and in the top bed rock it is as bright as that found in the Eldorado.

"We own No. 10 claim below discovery on Bear gulch, and also 20 and 21 on Last Chance gulch above discovery. We prospected for three miles on Last Chance and could not tell the best place to locate discovery claim. The man making a discovery of a creek is entitled by law to stake a claim and take also an adjoining one or in other words, two claims, so you see he wants to get in a good locality on the creek or gulch.

"Hunker gulch is highly looked to. I think it will prove another great district, and some good strikes have also been made on Dominion creek. Indian creek is also becoming famous.

"What are we doing with all the money we take out? Well, we paid \$45,000 spot cash for a half interest in claim No. 32 Eldorado. We have also loaned \$5,000 each to four parties on Eldorado creek, taking mortgages on their claims, so you see we are well secured. No; I don't want any better security for my money than Eldorado claims, thank you. I only wish I had a mortgage on the whole creek.

"We had a great deal of trouble securing labor in the prospecting of our properties. Old miners would not work for any price. We could occasionally rope in a greenhorn and get him to work for a few days at \$15 a day. Six or eight miners worked on the shores for us for about six weeks, and when we settled it developed that they had earned in that length of time \$5,300 each.

ITS OWN CORRESPONDENT.

George Hyde Preston to Represent the P.-I. in the Famous Clondyke District.

On the steamer Portland that sails tomorrow for St. Michaels, the Post-Intelli-

gencer will send its first special correspondent into the Clondyke.

When it is announced that the paper's representative is to be George Hyde Preston, one of the best known men in the city, Post-Intelligencer readers will be assured of the strict accuracy and worth of the letters he will send out.

Mr. Preston is one of the city's best known attorneys, and two years ago was a member of the board of regents of the University of Washington. He will go to the far North fully equipped for the trip in every way, and the Post-Intelligencer congratulates itself and its readers on being able to secure his services.

The great sensation caused all over the country by the marvelous discoveries has stirred up the metropolitan dailies, and several of them are making plans to send in their own men. The Post-Intelligencer is one of them, and its reports will be as complete and valuable as any that come out from the land of gold.

IN FIVE-GALLON OIL CANS.

How Gold Is Stored Away in Miners' Cabins on the Clondyke—An Interesting Letter.

Five five-gallon cans full of gold dust. That is what B. R. Shaw writes that he saw in a cabin on the Clondyke. The letter, which follows, was written at Dawson City, June 15, to O. A. Schade, of this city:

"Dawson City, N. W. T., June 15, 1897.

"O. A. Schade, Seattle, Wash.—Dear Friend: As I promised to write you as soon as I had a chance to look over the situation a little, I will now endeavor to keep my promise. I started in on the trip with pretty hard luck, for I lost all of my outfit in the wreck of the Willapa, with the exception of my sled and a few tools. I managed to get a small outfit at Juneau, and am all right now, so far as I can see. I arrived here on the 10th of the month, leaving Seattle on the 15th of March; so you see I was nearly three months on the road. I rather enjoyed the trip, taking all in all. There was some hard work, but I had no mishaps after leaving Dyea.

"There is no night here now. It is light as midday for the twenty-four hours, and neither too warm nor too cold; not too many flies to bother as yet. This is a great mining strike, probably the greatest on the American continent, or in the world. I know you will not believe me if I tell you all about it. It is not so extensive as I wish it was, or at least gold has not been found in great paying quantities except on two creeks, about 200 claims, but some of them are very rich; in fact, some of the pay streaks are nearly all gold. One thousand dollars to the pan is not an uncommon thing, and as high as 100 ounces have been taken out at a single pan. It is no uncommon thing to see men coming in with all the gold dust they can carry.

"You would not believe me when I tell you that I went into one cabin and counted five five-gallon oil cans full of gold dust, but it is a fact. It is the result of the work of two men during the winter, and the dump is not much more than half worked out.

"There has been about \$2,000,000 in dust taken out so far in the district. At a low estimate there will be \$50,000,000 taken out during the next year.

"Of course I am in too late to get in on any of the rich ground, but hope to get hold of some that I can make wages at, or better. I am working for the Alaska Commercial Company, helping to put up a big store building. Went to work as soon as I got settled at \$10 a day for ten hours. Carpenters get \$15 a day, and so do all of the men who work in the mines. I think I shall work for a while.

"Some of the saloons take in \$2,000 to

\$3,000 a day. All pay in gold dust and nothing less than 50 cents. A glass of beer costs 50 cents, so I don't drink many. There are plenty of provisions here. Flour is \$12 per 100 pounds; sugar, 35 cents per pound; oatmeal, 25 cents; bacon, 50 cents, and other things in proportion. Charles Kimball is doing very well, taking in from \$300 to \$500 a day.

"Logs are worth \$30 at the mill and lumber \$150 a thousand. There is a small sawmill here running day and night and cannot cut half the lumber wanted.

"I do not know how many inhabitants this town supports. I should say in the neighborhood of 1,000. Most of the people live in tents, but some good buildings are going up. Dr. Caldwell is doing well. I am on the back part of his lot.

"Between 700 and 800 came over the trail

this spring, and I do not know how many more are on the way. I cannot find out anything about Peckhart and Sinclair

"B. R. SHAW."

FROM JOHN F. MILLER.

An Interesting Description of the Trip In—Incidents by the Way.

Mrs. John F. Miller has received the following letter from her husband, dated at Dawson City, June 17:

"Well, we arrived at the end of our long journey Saturday, the 12th, at 2 o'clock. We arrived safe and sound, without having a pound of goods wet or having been wet, without an accident or unusual experience of any kind.

"The boat was a perfect little hero, and if I was to come again, would under the same circumstances make the boat, as was done this trip. It was light, strong, comparatively easy to handle and almost perfectly dry. It is indeed of a very good adventure for us to do so much better, make better time and have so much better luck with our outfit than old experienced Yukoners. The only places on the trip worthy of being called 'hair-raising' are the Summit, Windy Arm, Lake Le Barge, the Canyon, White Horse, Five Fingers and Rink rapids. Of all these the White Horse is, of course, the most formidable, next the Five Fingers, then the Canyon, etc. At the Canyon we took out about 1,000 pounds, carried it over the hills, then went through with the boat. It's a bad place, to be sure, but not dangerous if one only exercises common sense. The White Horse was impassable. We took out our goods, lined the boat down as far as possible, then took a portage and put it in below the rapids, and no danger or possible loss could occur. What is known as Thirty-mile river, between Lake Le Barge and the mouth of the Hootalinqua river, is the worst water on the trip, not dangerous to life, but to goods, so many boats are wrecked on the rocks. We were fortunate enough to escape without hitting a rock or getting fast on a sand bar.

"But at best it is a long, long trip. We left Lake Bennett the 31st of May at 2 o'clock p. m. We were delayed nearly two days at the Windy Arm and one day at the canyon and rapids. They are three miles apart and a troubled water they are. It is the trip of a lifetime, and a variation of experiences from sliding over sixty feet of snow to breathing incense amongst song birds and flowers—say nothing of the boiling hot sun. My birthday was passed on Thirty-mile river, that dangerous water I spoke of, and the only feature we had worthy of calling a celebration was that we had some fresh moose meat, the first fresh meat since we struck the trail. Oh, my, we had a fine meal. After we left the mouth of the Hootalinqua we ran day and night. The nights are as light as the days here. One would not know the difference, save the sun is not shining for about two hours.

"We are both feeling well; not quite tired out by the long run.

"The Yukon is a grand majestic river, and displays some of the grandest views I have ever beheld. It has a terribly swift current, but the water is terribly muddy, like the Missouri. All day long and all night, too, one could hear song birds singing their pleasing little notes and apparently almost mocking the trials of mankind—it seemed a mockery to me. Saw no game except duck and goose, if we had

only brought a shotgun we could have had game almost the entire way. We bought moose and caribou meat from the Indian, trading them some raisins. Just think the distance we have come in that little boat! Oh, yes; I said the Five Fingers was a piece of water to be dreaded. Well, it is worse than the canyon, and the bad feature is that it is in a place where it is impossible to take out any goods. There were some boats there when we came along. They had inspected it and told us the rocks to avoid. We followed the course and the little boat came through like a swan. The river below the Hootalingua for perhaps 200 miles is a well-defined channel without islands or sandbars, then all sorts of obstructions, save rocks; then more islands, bars and cross currents until Sixty-mile; then a comparatively good channel the remainder of the way. Some met with losses, most of them in Thirty-mile river. A Mr. Peters, with several tons of merchandise, such as clocks, knives, silverware, dress goods, groceries, blankets—in fact a general merchandising outfit—was wrecked in the canyon. He managed to get his boat through, but all his goods were wet and greatly damaged. While lying above the White Horse I helped to secure an outfit which came floating down. A couple of fellows were wrecked and lost most of their possessions and wearing apparel, boat, etc. But with all this loss, each instance can be traced to awkwardness or neglect. As I said before we had no trouble in the least. There was no need whatever of our carrying our goods around the canyon, but we took no chances; we did it as a precautionary measure.

"The little boat is now tied up here at her journey's end. It seems a shame to destroy her since she has been such a faithful little craft.

"Her days of usefulness are passed, and she, like all the world, must again return to Mother Earth and mingle with the rocks. I thank God she brought us safely, for she has been tried, and at times severely. A thousand miles is no child's wandering for ever so staunch a craft. All sorts of gloomy futures were pictured to us by those who had been over the river before, but we paid no attention to them, and came along, arriving a week ahead of many of those who criticised the craft. The weather has been very warm during the day, but at night it is cold. There is no heat whatever in the earth, so as soon as the sun goes down the frost in the ground fills the air with its moisture and cold. My whiskers stand in good stead against the mosquito. I had my hair cut at Windy Arm by a 'barber' who said he had never cut a man's hair, but had clipped a horse about eight years ago.

"For the last day and night we floated down the river in company with a couple of Juneau acquaintances of Harry's. We just lashed the boats together and floated. The rest of the way we were alone, not a boat in sight in many days. Some families came in, some with small children. There was a sad sight at the head of Lake Linderman, where a poor baby was laid to rest upon a little hill just before entering the canyon. It died from exposure incident to the trip. Another sad incident took place at the foot of Lake Marsh, where a man was accidentally shot and killed. He, too, was placed to rest upon the bank of the river. The only graveyard or graves to be seen were at the foot of the White Horse, where a row of unfortunates are passing the years in and out. Indian graves are very frequent, and some of them are not only commanding but romantic places. Of all the people who have come in this season, I have not heard of a drowning or any narrow escapes. The water was very low at the White Horse, but high further on down.

"I have now written quite at length regarding the trip and its features and, by the way, I may say that no one has any right or ought to undertake it unless he is ready and willing to put with anything at all times and undergo any and all kinds of hardships, privation and exposure.

"Now, as to the country. As far as the wealth is concerned half has not been told, but like everything else a few have it and the many are looking and hunting—the same old story. Many claims have yielded \$60,000, \$80,000 and \$100,000 from last winter's work. One man has three five-gallon coal oil cans full and is not fully washed out yet; but remember, he is one out of perhaps 5,000. The many have nothing, though great wealth doubtless

exists. A town has sprung up here at the mouth of the Clondyke that has killed Circle City, Forty Mile and Fort Cudahy, and all of the other towns dead. The Alaska Commercial Company and the North American Transportation & Trading Company have abandoned, or nearly abandoned, their places of business there, and come bodily up here, each are erecting three large warehouses and stores. This will be their headquarters, in fact

the only town on the river. A sawmill running night and day, saloons by the score, etc. Prices are high. A couple of fellows brought in 400 dozen eggs along with us. They arrived at 3 this afternoon, and now, 10:30, are nearly sold out at \$4 per dozen. Bacon is 65 cents a pound, flour \$6 per 50 pounds, and other things in proportion. Flour is cheapest of anything. A steamer came in this afternoon from Forty Mile with more goods from that point. No steamers have arrived from St. Michaels, but one is expected by the Alaska Commercial Company any day.

"June 18.

"Harry has returned from the diggings and speaks of some claims that are wonderful in their wealth. The country is a queer formation, one creek wonderfully rich, while another running parallel a few miles away, worthless. There will be great activity here this fall and winter. New discoveries will doubtless be made, and stampedes by the score. A couple of stampedes have taken place since we have been here, but they amounted to nothing whatever. On the boat tomorrow a great many are going out with ten, twenty, thirty, and as high as fifty and one hundred thousand dollars.

"The nights here are so light it is hard to sleep; it is now 11 o'clock and as light as midday. The mosquitoes are getting more numerous the last few days. This place is building up very rapidly, town lots booming as in Seattle years ago.

"All the Seattle contingency are well and doing about as we are. I have made this letter long in order to give something of a description of the trip and country. I have given both and would also give my intended movements if I knew what they would be."

A letter from Harry Sheafe, of a more recent date, to his parents in Seattle, says that Mr. Miller and himself have got on to a claim and they are preparing for winter quarters.

LIPPY GETS HOME.

He Gives Some Good Advice to People Who Have the Clondyke Fever.

Thomas S. Lippy, whose long residence in Seattle and prominent connection with the Y. M. C. A. of the city gave him a wide range of acquaintance here, and whose recent good fortune in the Clondyke has sent his name flying all over the country, arrived on the Northern Pacific train last evening, bronzed by his outdoor life at the mines, but robust and vigorous, the picture of good health. He is accompanied by Mrs. Lippy.

To a Post-Intelligencer reporter last night Mr. Lippy told the story of his going into the Yukon, though he was extremely reserved and cautious in his statements, his short sojourn in San Francisco having made him rather "leary" of newspaper men.

"I really think," said he, "that the Post-Intelligencer has already published about all that can be said just now about the Clondyke. I would especially commend the letter of Arthur Perry in last Monday's paper, which is remarkably accurate. He is on the spot, and knows just what he is writing about.

"I do not wish to give too roseate a view of the situation up there for fear I might cause some to go up who have no business to go. In this class I would include all persons whose health is delicate, and all who cannot take at least a year's supply of provisions. The hardships of the journey and of a winter residence are simply unimaginable. After all I feel doubtful, if I had it all to go through again and knew what it was, whether I should be willing to undertake it.

"While there is a certain advantage in starting now instead of waiting till spring, people who go now ought to be warned of the danger they will encounter. No one should start now without a year's provisions and money enough to have them packed over the divide and down to the lakes.

"No, I cannot call to mind a single claim

that has been worked on either Bonanza or Eldorado that has not proved a paying claim. My own claim is No. 16 on Eldorado. It was rather singular how I came to get it. I was anxious to go on Bonanza, and tried hard to get a claim there, but failed. The claims on Eldorado had been staked up as high as 36, and so I took that number. The next morning the man who had staked 16 spoke of wishing to go further up the creek, and as my attention had already been directed to his claim, which lay just at the mouth of a gulch and, I thought, looked promising, we made an exchange. When I first struck paying dirt the boys joshed him mercilessly, but, after all, his new claim turned out pretty well.

"There are very few substantial buildings in Dawson, yet there is very little disorder there. Of course, now and then men go on a spree, and one fellow there last fall was pretty badly cut up. Wages when I left were \$15 a day, the men boarding themselves. As they furnish their own supplies, which they buy by the year, it is hard to figure out the cost of their board. I knew two fellows who had nothing but flour and beans. I had different numbers of men employed at different times, my highest number at one time being eight.

"No, I have never authorized any statement as to the amount I took out or the amount I brought out. Yes, the public might like to know, but it is not the public's business. I expect to go back next spring."

ADVICE FROM A CLONDYKER

Fred Price Says That All Persons Who Contemplate Going In Should Take Plenty of Provisions.

Fred Price, of North Seattle, who was one of the lucky ones who came down from St. Michaels on the last trip of the Excelsior to San Francisco and who recently returned to Seattle with several thousands of golden dollars, has some good advice to give those who are intending to go to the Clondyke. Mr. Price has had a world of experience in the mining districts of the Northwest territory and Alaska, and as he has profited by his experience and has money to show, his words have considerable weight. "I would advise anyone who is going to the mines," said Mr. Price yesterday, referring to the districts where the last year's strikes have been made, "to go in with plenty of provisions. There is gold all over, but it cannot be eaten, and money or its equivalent will not always buy food. Last year there was almost a famine up the river, and in the camps around Dawson City men were living on beans and flour. The luckier ones had a little bacon, but nearly all were reduced to almost nothing when the first steamer got in this spring. I saw men buy canned goods and delicacies and sit right down, break into the package and devour every morsel, famished for something besides beans, flour and bacon. The first cargo for up the river, so Capt. Healy, the manager of the North American Transportation and Trading Company, told me, has already been sold out. It will cost \$400 for a winter's outfit, and nobody should take less.

"Another thing that I would advise would be not starting too late. Those who are going away now will have little, if any, advantage over the men who will go north in the spring. A trip up to the mines by the river route will take forty days, providing close steamer connections are made at St. Michaels, which is very doubtful. I hear that the Seattle office had an inquiry from San Francisco, where a steamer has been chartered for St. Michaels, asking if any arrangements could be made for the trip up the river for 100 men. The answer was sent back that the company could not take them at all. By going in at Dyea with an outfit and crossing the summit the trip will take two months. By the time people get in there, starting now, it will take all the rest of the season to prepare for winter. The fellows who go in in the spring will have the same time to prospect as though they went now.

"I particularly warn people not to start from here without plenty of food. Any one who goes in with a short supply will suffer this winter, as I believe that grub will be shorter this year than it was last. If any one can pack in enough to sell he can get all sorts of prices for it. The men who are going up with horses may do all right; I believe they will. The trouble is

that of providing sustenance for the horses in making the pack over the summit. If the horses are gotten in all right they can be killed and sold for dog meat. As far as pack animals are concerned, I believe that dogs are the best. They will eat what men will leave. Last winter dogs were sold at Dawson for a dollar a pound."

When asked if people were going in without food and what sort of a reception would be accorded such, Mr. Price answered that he knew of people, who are going in with limited supplies, expecting to be able to buy at the camps. This cannot be done, and should a river steamer break down there would be no way of getting in sufficient provisions to supply those already there. "People without grub are not welcome. There is plenty of work and the wages now are \$10 and \$15 a day. Some claims have paid \$20 a day," continued Mr. Price, "but this winter there will be a schedule of wages established in the Eldorado and Bonanza creek districts. Men who work for wages must have their own provisions." Mr. Price says that the reports of the gold brought out are in many cases excessive. Men are probably worth what they are quoted as mining, but they did not bring it out with them. Wages next winter will not exceed \$10 a day. Most people going in to the diggings strike now for Dawson City, just as they went to Circle City last year. "My advice," said Mr. Price, "would be to strike away from the town. There is nothing to do there but spend money. I could not get around for less than \$50 a day, and I know people who told me that they spent \$500 a day, while waiting for the steamer, trying to have a good time."

"The games are very stiff and it is not unusual to see a miner throw down his sack on the table and bet from a hundred up on the high card. Stud-horse poker is the popular game, and it frequently costs from \$50 up to draw a card. Harry Ashe and Curly Monroe, who were in partnership in Circle City, have split. Ashe came up the river one day and got some logs and lumber. He built the walls of a house, covered it with a tent roof, and on the next steamer the first piano was dumped in Dawson City, along with a lot of girls, and a dance house was in immediate operation. Things are going at full blast and there is combined with the dance house every kind of a game. The country is full of 'tin-horns' and it is hard to find a game that is safe to sit in unless you know everybody in it to be all right. Money is being coined by the saloons and one man cleared up \$30,000 in three weeks."

"It is a hard matter to find a location within fifty miles of Dawson City, everything having been staked out. The tributaries to the Stewart river have never been prospected yet, and I look for some rich finds up there. There is just as good pay dirt on other creeks that

have not been touched as there is in the districts that have been prospected and staked out."

Mr. Price wound up his story by saying that the work is hard and that a man goes almost crazy from the lonesome feeling that oppresses him, unless he is being richly repaid for his labor. It is this lonesome feeling that drives men to the camps, where the only way to get rid of the dust is in dissipation. The keynote to the situation is plenty of food."

THE ELIZA ANDERSON.

Oldest Steamship on the Sound to Go on the Alaska Route—Merwin on the River.

The old steamer Eliza Anderson will leave here in ten days for St. Michaels, carrying passengers and freight. At St. Michaels she will transfer cargo, animate and inanimate, to the steamer W. K. Merwin, which will run up the Yukon river to Dawson City. This is the consummation of a long considered plan, at the back of which is local capital. Those interested are D. K. Howard, Capt. W. J. Bryant, C. C. Cherry, United States local inspectors of steamboats; Capt. Primrose, of the steamer Sarah M. Renton, and Jack Carr, the Yukon mail carrier who brought out the first exciting news of discovery on

the Clondyke. It was he who interested the other men in the scheme.

Mention of the steamers Eliza Anderson and the W. K. Merwin recall pioneer history to the mind. The former especial-

ly was one of the earliest boats within the memory of pioneer steamboat men. These boats were the property of the Puget Sound & Alaska Steamship Company. Their sale was effected yesterday by an enterprising agent of the company. The purchase price is unknown. The steamers, which have been lying up in the Duwamish river opposite the county poor farm, were towed down yesterday afternoon to Moran's. They will go on the dry dock for a thorough overhauling.

Passengers will be carried through to Dawson City for \$150 and will be allowed 1,200 pounds of baggage at 10 cents a pound. The Merwin will be towed up by a powerful tug as far as St. Michaels. Her top works will be taken off preparatory to the ocean voyage. At St. Michaels the Merwin will be fixed up for the voyage to Dawson City. No trouble is anticipated from the shallowness of the river, as the Merwin's draught when loaded is only a little over four feet. She was built here in 1883 by W. K. Merwin and is a stern-wheeler, 108 feet long, 22.5 feet beam and 4.2 feet deep. She was operated until 1885 on the Skagit river between Seattle and Sterling. Then she was bought by the Washington Steamboat & Transportation Company, and was run by them on the Whatcom, Snohomish and Skagit routes. In the fall of 1889 a deal was consummated by which she passed into the hands of the P. S. & A. S. S. Co. For the last two years she has been out of commission.

A most interesting history is that of the Eliza Anderson. Her keel was laid at Portland in 1851 but it was about eighteen months later before she was ready for service. This vessel, which was the largest low-pressure boat in Oregon of home construction, was launched November 27, 1853, and made a trial trip January 2, 1859. Soon after completion she was sold to John T. Wright and Bradford Bros. and taken to the Sound, in command of Capt. J. G. Hustler. On her arrival Capt. Fleming took charge and the steamer began a career of money-making which has never been equaled by so slow a boat. She was the first vessel inspected in the Victoria district and ran almost continuously for ten years, enjoying a monopoly most of the time. Fare from Olympia to Victoria was \$20 and \$15 from Seattle. Freights on cattle were \$15 a head, sheep \$250, other freight \$5 and \$10 per ton. At these rates, with brisk travel, the old steamer piled up for years a

monthly profit of many thousands of dollars. In 1882 the Eliza Anderson, after lying idle for five years, sank at the wharf in Seattle. She was raised soon after and in October, 1883, went into service again on the New Westminster route, with the famous Tom Wright, since deceased, as captain. E. W. Holmes first officer and O. O. Denny engineer.

Before two years had passed the Eliza Anderson, her prestige unaffected by age, was running to Victoria with passengers at \$1 a head. Fierce opposition was encountered from the O. R. & N. Co. The task of removing her from the route was assigned to Capt. Roberts with the steamer George E. Starr. Roberts' orders were to pay exclusive attention to the movements of the Anderson, to leave port when she left and carry passengers at half her rates. Despite this, Capt. Wright was keeping a little more than even, while the big company was losing many dollars chasing him, and it is uncertain what the result would have been

had not Collector Beecher ended the strife by seizing the Anderson on the charge that she was carrying contraband Chinamen. This action ruined Wright and the steamer passed into the hands of the Washington Steamboat Company, then in practical control of the Bellingham bay and Skagit river route.

In 1885 the steamboat was overhauled and repaired and for some time ran to various points about the Sound, being finally acquired by the Puget Sound and Alaska Steamship Company. For the past seven years she has hardly turned her wheel. Tom Wright's famous calliope is now on the elegant excursion steamer Queen.

The Anderson is a side-wheeler 275 gross tons, 144 feet length, 25 feet beam and 8 feet depth of hold. In her day she has carried enough gold to sink her, and the staunch timbers of her hold will not be astonished at the biggest nuggets in the Clondyke.

TACOMA GROWS FEVERISH.

Will Send a Large Delegation Into the Gold Fields.

Special Dispatch to the Post-Intelligencer.

TACOMA, July 21.—The Clondyke fever in this city is assuming a business-like aspect. The St. Paul and Tacoma Lumber Company's supply store outfitted eighteen

people today, the majority of them taking stores enough to last for nine months or a year. Included in the eighteen are several professional men, who are willing to give up a comfortable living in the finest climate in the world to prospect for the festive nugget among the ice fields of the new Eldorado. Several other parties have also been outfitted at other stores about the city, and it can safely be said that at least twenty-five will leave this city by the next steamer, and a great many more will follow next month. Parties are being quietly made up, and instead of the craze dying out, it is steadily growing, a small evening paper to the contrary, notwithstanding.

Rumors that certain Northern Pacific steamers would be got in readiness for the



P. B. WEAR,

Vice President of the N. A. T. & T. Co.

rush that is expected next month took the Post-Intelligencer correspondent to the headquarters building, on Pacific avenue and Seventh street, where, from officials, it was learned that the handsome, big steamer City of Seattle could be placed in condition to make the run and accommodate fully 500 people. A morning paper had it that the City of Kingston would also be placed on the run. This the steamship officials deny, stating that they could not think of impairing the service on the Victoria run, which to the company is a good one. As far as the City of Seattle is concerned, that is a different matter. She

started for Alaska a year ago last March. He writes that he and his companions were wrecked on the Pelly river, losing nearly everything. They finally reached Circle City, however, more dead than alive. During the fall and winter he alternated between shaving and working in a saw mill. Shortly after the news of the rich find on Bonanza creek he was employed to raft some logs down the river, and when in the vicinity of the find stopped off long enough to take up a claim, and continued with his logs. From this claim he has already taken out over \$50,000 in dust and nuggets, and says he has a million more. Uley is now a firm believer in the theory that marriage is not a failure, for the reason that if he had

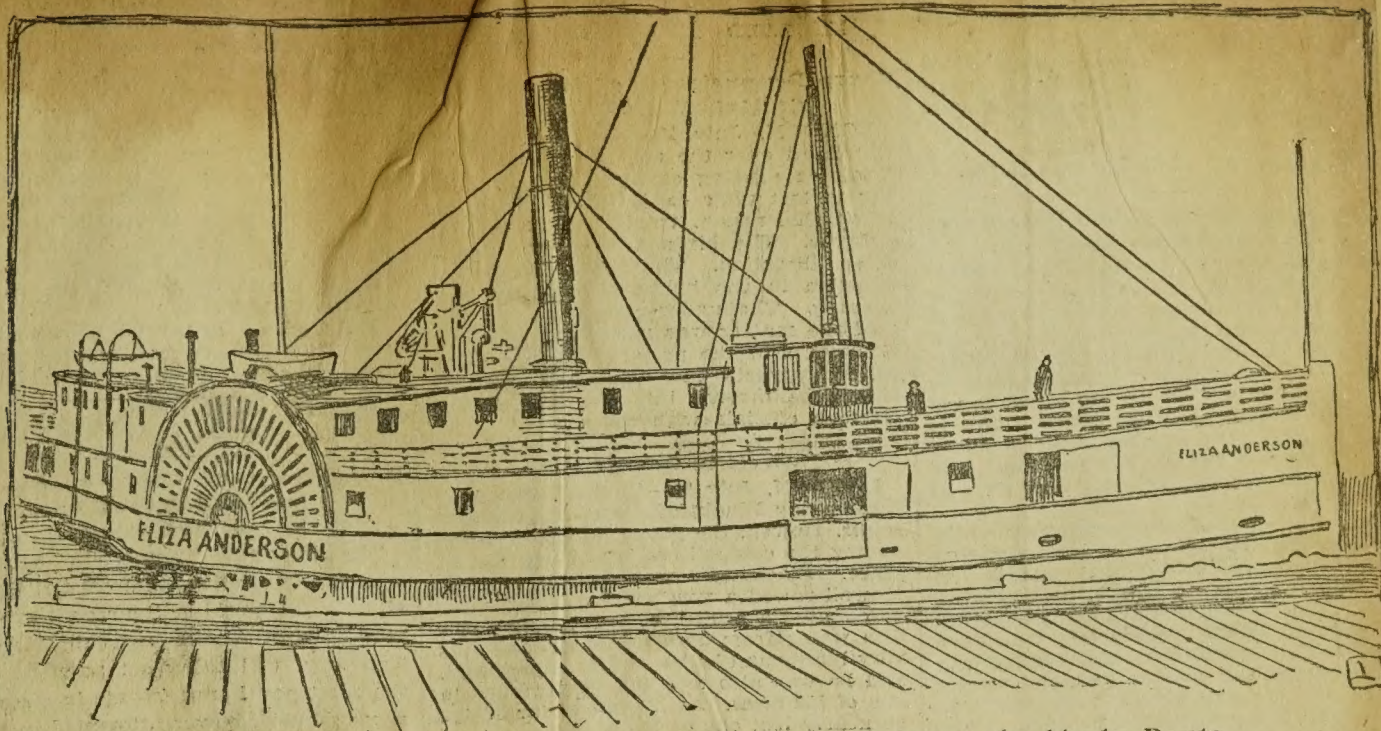
not taken unto himself a wife he never would have struck it rich.

W. E. Bronson, storekeeper of the St. Paul and Tacoma Mill Company's supply store, says he recently saw letters from the gold fields that confirm everything that has been printed in the newspapers.

PAYING OFF MORTGAGES.

The First Application of Clondyke Gold Toward Releasing Liens.

The Washington Loan and Trust Com-



The Eliza Anderson, Oldest Steamer on the Sound, Going on the Alaska Route.

pany received a letter from the Clondyke by the Portland which is significant, as marking one of the important results which will accrue to Seattle from the golden stream now flowing this way. It was in reference to the paying off of a mortgage upon the writer's home, which mortgage was held by the company to which the letter was addressed. It is as follows:

"Clondyke, N. W. T., June 14, 1897.
"Washington Loan and Trust Company—Dear Sirs: I drop you a line in regard to the mortgage that I gave you and its due. I'm sending enough gold dust to the mint by a man that is going to San Francisco, and he will send the money to Mrs. Jennott from there. She will call in a few days and pay up the whole mortgage, or as soon as she gets the money.

I had a very fine trip in. I took the record for getting in the country the earliest in open water of any spring yet. I arrived April 17, at 3 a. m. The 18th, at night, was the record before. I beat all the boats that were running in the race by six hours. It is estimated that 2,000 men came in this spring. There is plenty of work for all of them, and next winter at least 1,000 more men will be needed to fill the demands. This is the richest district that ever was found in the Yukon. There will be millions of dollars taken in the next two years. I hope everything.
O. K. Yours truly, "J. L. JENOTT."

Hundreds to Leave San Francisco.

SAN FRANCISCO, July 21.—The Alaska Commercial Company has closed its books for the Excelsior, which will leave for St. Michaels July 28 inst. A great majority go from San Francisco, but a num-

ber belong to the interior, which is largely supplying recruits for the Yukon. This is but a small part of the California contingent. Thousands in San Francisco long to go, hundreds have made up their minds to go, and scores, and perhaps hundreds, will go this summer, a majority taking the Juneau route. A great many will let the season go for travel, with the intention of going in the spring.

GOLD RING FROM A NUGGET.

Victor Lord Infects Olympia With the Clondyke Fever.

Special Dispatch to the Post-Intelligencer. OLYMPIA, July 21.—The Clondyke gold fever is raging in Olympia, and several prominent citizens have succumbed, while others show premonitory symptoms. Jesse F. Murphy, who has lately been register at the Olympia land district office, starts July 28, and there are others who have almost made up their minds to accompany him.

Olympians have had their interest thoroughly aroused by the press reports of the Clondyke discoveries, and it only needed a personal talk with a genuine Clondyker to cause their enthusiasm to reach boiling pitch. This result was achieved when Victor Lord, a former resident, returned from Alaska with \$15,000 in gold. Mr. Lord has been spending his time since his arrival in Olympia telling his friends and acquaintances

about the new Eldorado. As a souvenir of the Alaska gold fields he shows a finger ring he has whittled out of a solid flat gold nugget. Mr. Lord states that he has claims in the Clondyke district that are worth half a million dollars, and he tells his friends here that, instead of the stories of the rich finds in the Clondyke district being exaggerated, the fields are really richer than they have been reported.

Mr. Lord will visit relatives in Canada after the conclusion of his visit in Olympia, returning to Alaska in the spring.

RAILROAD INTO THE YUKON

Company Already Organized to Take Up the Work.

WILMINGTON, Del., July 21.—The Yukon Mining, Trading & Transportation Company, which was formed here last year and is just completing final arrangements for explorations in the Yukon, will shortly put into effect a plan which will solve the vexatious problem of shortage of supplies in the Yukon territory. In 1896 P. I. Packard, of Portland, Or., who is interested in the company, went to the Yukon district to locate a route from the coast to Teslin lake, the head of the navigable waters of the Yukon, upon which a railroad could be built. With the aid of Indians he located the pass leading direct from the Taku inlet to Teslin lake. This pass, he learned, was known to only five white men. In October of last year he returned and made his report to the company, and immediately applied for charters in Alaska, British Columbia and Canada, all of which were granted last spring. As an encouragement to the enterprise, British Columbia made the company a grant of 5,120 acres of land to the mile of railroad to be built, in all, 650,000 acres.

In an interview last night Mr. Packard, who is here making arrangements, said that the road would be a great boon to miners, as it will reduce the cost of their supplies and remove the present dangerous delays to their transportation on the Yukon.

GOLDENDALE MEN TO GO

They Are No Longer Able to Stay Away From Alaska.

Special Dispatch to the Post-Intelligencer. GOLDENDALE, Wash., July 21.—The Clondyke fever has broken out in Klickitat. Five reliable men with not sufficient means to make the trip have left the proposition with the First bank of Goldendale that they hold themselves in readiness to go on a "grubstake" proposition at any time between now and the 1st of April. One of the parties making the proposition was desirous of going to the Clondyke last summer and did not get away for the lack of means. He has been studying Alaska for years, and says, "the half has not been told." Another individual, who has been in Alaska, intends to return as soon as transportation facilities are improved. He said: "The world is just finding out what

every visitor up the Yukon and myself have known for years." He further added that there yet remained much of the Yukon country that was unexplored by man.

As to food, fish in the Yukon were abundant, while wild game is to be found in some localities. The Post-Intelligencer correspondent freely makes the prophecy that a dozen of Klickitat's good citizens will arrive on the boundless gold fields of the Yukon before a year has flown.

DYEA TO BE A CITY OF TENTS.

Rush to the Mines Will Be Stopped by the Divide.

PORT TOWNSEND, July 21.—Letters from all sections of the country are being received here asking for information relative to routes and rates to the Clondyke gold fields. In some instances the recipients of letters are requested to return the desired information by telegraph. It is a conservative estimate to say that in thirty days there will be 1,500 men at the head of Dyea en route to the gold fields.

Allowing an average of 1,000 pounds to the man, makes 750 tons, which cannot be hauled on sleds over the divide, but which must be packed by experienced Indians a distance of fourteen miles over the summit to the lakes. This packing is done by from fifty to seventy-five Chilkat Indians. Three days are consumed in the round trip, 200 pounds being the average Indian's load. It is easy to figure out the time which will be required to land all the freight on the lakes, from whence it can be taken in canoes, if the river is open, or on sleds if the river is frozen, to the gold fields.

As it will be impossible for all who go to get their supplies over the summit this fall, the ensuing winter is apt to see a city of tents located at the head of Dyea inlet.

THIS MAN IS NOT FROM CLONDYKE.

Says the Stories of Alaska Gold Are Not True.

TOLEDO, O., July 21.—Mr. and Mrs. Claus Shellmann, of Defiance, have just received a letter from their son Fred, who has been in Alaska since last March, that discredits the gold stories that have been exciting the people of the West for several weeks. Mr. Shellmann went to Alaska from Montana last March, under contract as a prospector. A number of men were in the party, and they will all return to Montana this month. Shellman says there is absolutely no truth in the fabulous stories that come from Alaska, and that the gold fields there are practically barren. He says there is a great scarcity of food in that section. The suffering and enormous amount of money necessary to be paid to secure the barest necessities of life, he says, should deter any thinking man from giving the subject of a trip to that country a second thought.

VERY BRIGHT GOLD HUNTERS.

Their Ship to Be Headquarters While

They Go Into the Interior.

CINCINNATI, O., July 21.—At a meeting held here by a number of well-known business men, P. H. Wilson, a builder, was elected president, and H. A. Thoburn, a real estate man, secretary and treasurer. Wilson says the object was to organize a company of 100, each to pay \$1,000, and proceed to San Francisco, purchase an iron vessel of sufficient size to carry men and provisions, which can be done for \$50,000, and proceed to the Alaska gold fields. It is the purpose to hold the vessel at the nearest point to the gold fields for headquarters for the members of the company and employees. An agreement was drawn up, and twelve of those present signed it, each agreeing to the payment of \$1,000. Others are being solicited.

"THE YUKON NUGGET."

A Weekly Newspaper to Be Started in Dawson City.

The Clondyke is to have that indispensable adjunct of civilization, a newspaper. It will be a weekly, published at Dawson City by J. W. Scott, a practical

printer, and Jack Carr, an all-round rustler. "The Yukon Nugget" is to be the title of the publication. It will be issued in pamphlet form, on thin but tough paper.

The introduction of a printing plant to the Clondyke would have been a matter of great difficulty were it not for the new transportation line in which Carr is interested. The Gordon press will be taken north on the steamer Eliza Anderson. Transportation for the outfit was refused by the North American Transportation & Trading Company, and it was only the energy of Jack Carr in pushing to the front an opposition enterprise which made "The Yukon Nugget" a possibility.

J. W. Scott, who will attend to the inside work of the paper, was formerly attached to the provincial government printing office at Winnipeg. He is an experienced printer, and is capable of making "The Yukon Nugget" a successful publication.

A \$2,000 Pool.

Organized Here to Work Claims Already Located.

One of the expeditions being fitted out is that under the direction of Col. Hamilton to send three men, one to prospect and the others to work. There is a story behind it. Last March a well-known Seattle man, broken in spirit by long succession of reverses, managed to borrow enough to get to Alaska. His grubstaker drove a hard bargain with him, but he had to submit and the contract was made. The prospector had a wife and two or three children, but not a cent to leave them. The wife told him to go and she would get along. She tried bravely, but it was a hard struggle. There came to her aid a woman who was little better off than herself, but shared what she had. Her husband has since gone to the mines, but meantime the first has found a claim and is working on it. He has sent some money to his grubstaker and nearly \$300 to his wife. With it is a letter to the husband of the Good Samaritan, telling him to go up and where to make for. The man is already in the Slocan, far from the place he is wanted. A letter will be sent up to him; and of the two men going from here only one will be entrusted with the secret.

The man who first went up has located a few miles from Clondyke creek, on another creek. He and three others have taken up claims, but they are the lonely occupants of a little stream valley several miles long, and off the main current of travel. They have not been at work long, but are all taking out gold, and they believe there are as big pockets as any in the territory. It is the place the three are bound for, although one of them may not be reached in time to get there this season, and they will take letters which will commend them to the gratitude of the one already on the spot.

Those forming the pool are Col. A. N. Hamilton, one of the most experienced miners on the Coast; Cecil C. Evers, C. A. Riddle, John W. Pratt, J. F. MacLaren, A. F. Booth, R. W. Jones, Fred J. Payne, Mrs. W. A. Selkirk, J. F. Cronin, Mrs. W. J. Slyfield, Carroll C. Rawlings and others. No one puts in

less than \$20 nor more than \$50. It is proposed to make up \$2,000, so as to guard against accidents. Even with the best of plans the prospectors cannot get out any gold till next spring. They will get out the dirt in the winter.

If by any bad luck they cannot find good returns in the creek they are bound for, they will have funds enough to go further. The contract is for two years. Bonds and life insurance policies are taken, so as to provide as much as possible against loss, and all the funds and provisions will be in the hands of one man, so that the best precautions have been taken to insure success.

'49 A MERE SIDESHOW.

Capt. Tuttle Tells of "Poor Fellows" Who Have But \$15,000.

NEW YORK, July 21.—One of the most significant utterances in corroboration of the story of the immense gold fields in Northwest Territory is found in a letter received today from Capt. Francis Tuttle, commander of the revenue cutter Bear, who was at the time of writing at St. Michael's. The letter was mailed July 1. Capt. Tuttle says:

"The days of '49 in California are mere sideshows in comparison with the excitement in the Yukon country. As I write, St. Michael's is full of miners waiting the first opportunity to get down to Puget sound and to California. Nearly every man of them has \$50,000 worth of dust, and there is not a man here with less than \$15,000."

The latter are referred to as "poor fellows."

Capt. Tuttle says he cannot afford to lay long at St. Michael's, as his whole crew would become daft. He continues:

"I feel almost as if I would like to go up the river myself, and I would certainly do so were I twenty years younger."

AMERICA CARRIES THE SUPPLIES.

Seattle's Alaska Trade to Assume Giant Proportions.

WASHINGTON, July 21.—The rush of miners' supplies and goods to the Alaska gold fields is expected at the treasury department to give increased employment to American vessels on the Pacific coast. Trade between the United States and Alaska is restricted by law to American vessels, and the department has no authority to make any exceptions or grant any privileges to foreign vessels.

FROM BALLARD.

Twenty-five People Prepare to Leave on Sunday.

The following residents of Ballard are making preparations to leave on Sunday's boat for the Clondyke: George W. Apke, Horace F. Marshall, Henry Crook, Peter Sutherland, Herbert Hyland, Charles Faulkner, T. Tiedemann, George Wares, Grant Lablin and wife, Harry B. Earhart, and about fifteen others. Nearly all gave up good positions.

Mutton for the Mines.

PORT TOWNSEND, July 21.—A company was formed here today which will at once send a buyer to the sheep ranges of Eastern Washington and Oregon to purchase 1,000 head of sheep, which will be shipped north and driven to Dawson City to supply mutton to miners.

Clondyke Co-Operative Company.

Special Dispatch to the Post-Intelligencer.

OLYMPIA, July 21.—Three articles of incorporation have already been filed here as a result of the Clondyke excitement, one of which is the Clondyke Co-operative Mining Syndicate, of Seattle, capitalized at \$5,000,000.

The Isander's Berths Taken.

VANCOUVER, B. C., July 21.—The steamer Isander is announced to sail for Dyea, Alaska, on July 28, and already a number of berths have been taken. The steamer Caplano is expected to get away for Alaska tomorrow.

A Chance for Clondyke.

You can secure money on property or securities at 23 Bailey building.

INCAMP AT DAWSON CITY.

26 Sun July 23
MR. MISNER'S GRAPHIC STORY OF
KLONDIKE LIFE. 1897

The Great Spread of Tents, the Shanties Going Up the Rush to New Diggings, the Dance Halls and Gambling Houses—Torrid Heat in June and Daylight All the Time.

SAN FRANCISCO, July 22.—More treasure was received from the Arctic gold fields to-day by the steamer Bertha from Unalaska, but it came in the form of 500 tons of gold concentrates from Unga Island. Valued at \$40 a ton it is worth \$20,000.

This Unga Island mine is on the coast, and is operated by the Alaska Mining Company. The quartz is rich, and handled cheaply, but the cost of erecting the plant was heavy.

The steamer brought about two weeks later advices from Dawson City. Only four persons came down in the steamer, and none of them was from Klondike. Unalaska has the gold fever as badly as other places along the Alaskan shore. Her delegation of Klondikers started toward the diggings some months ago, leaving the town deserted, except by Indians, and the latter would not get excited if Muir glacier were grinding out \$20 pieces and showering them all over Alaska.

The Bertha brings advices that will not encourage the miners. Every claim within miles of the Klondike River is taken up, and nearly 5,000 people are at the new diggings. Those who got in late have gone further to the northeast of the Klondike to look for new locations. The Dawson City region was still paying at latest accounts, but mining parties have struck out northeast and southwest, the latter toward American territory.

Edgar Misner, whose father was once our Minister to Central America, went up to Dawson City in March last by the Juneau route. He has sent a letter, dated June 19, which gives the best account printed of the crowd of newcomers at Dawson, the feverish activity in building, and the wild rushes of excited prospectors when any report of a rich strike reaches the place. Mr. Misner writes:

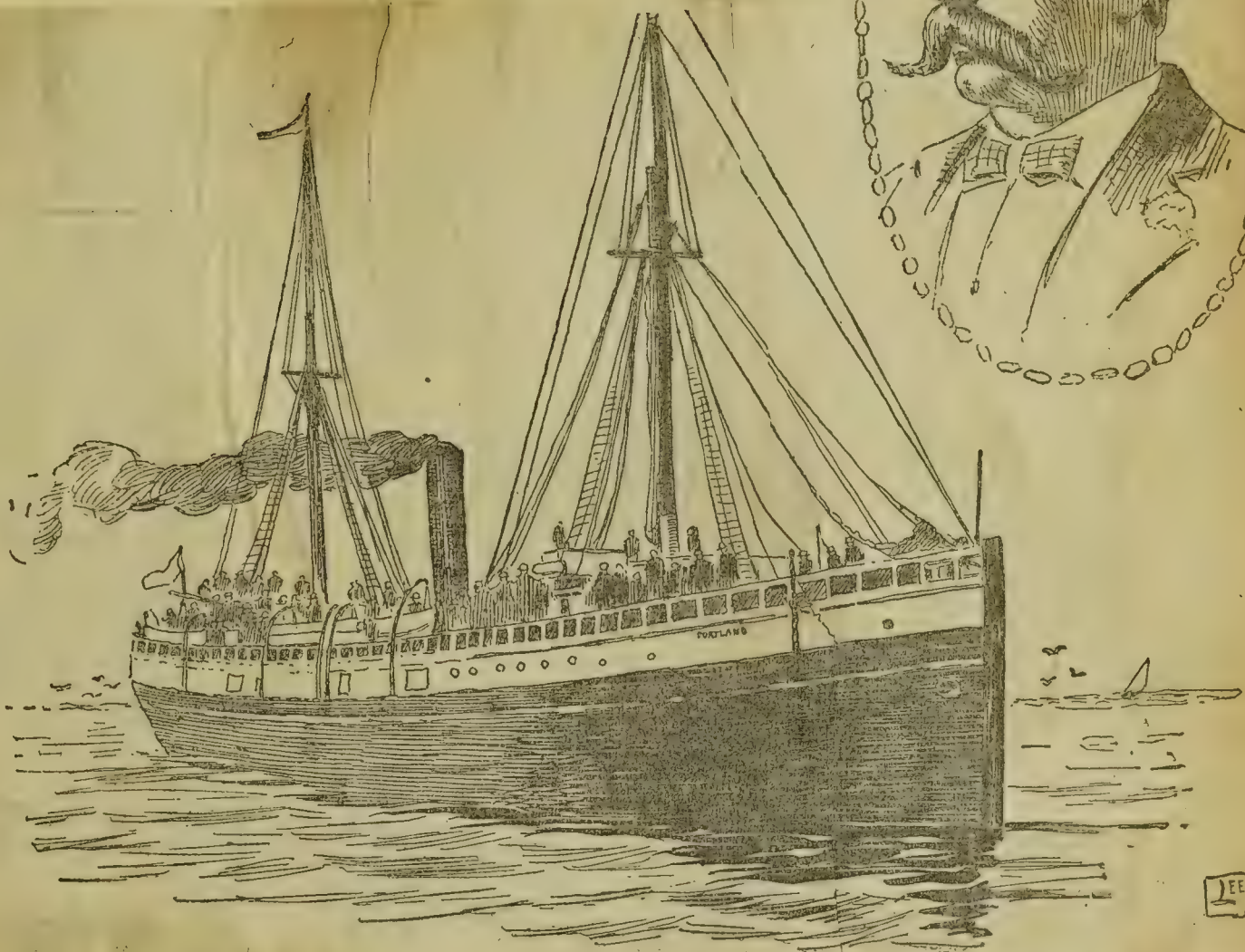
"We reached Dawson about 3 o'clock in the morning and found one of the liveliest mining camps I ever saw. There are about 4,000 people here, and saloons, dance halls, and restaurants never close. The gambling tables are always crowded and thousands of dollars change hands in a remarkably short time. Men who this time last year did not have a dollar now count their wealth by thousands. Nearly everybody has a sack of gold dust with him as big as a policeman's club.

"The sun sinks out of sight now about 10:30 P. M. and comes up about 3 A. M. At midnight, however, it is almost as light as noonday. There is no night. At Dawson there is a little sawmill, and rough houses are going up in all directions, but for the most part it is a city of tents. On the shore of the river are hundreds of boats and others are getting in every day.

"Klondike has not been one particle overrated. I have seen gold measured out by the bucketful. Just think of a man taking \$700 out of one pan of dirt. Mrs. Wilson, wife of the Alaska Commercial Company's agent, panned \$154 out of a single pan in one of the mines I am to take charge of. This is without doubt the richest gold strike the world has ever known.

"With all the new men in the country many miles of new ground will be prospected, and from the lay of the land I think other gold fields are certain to be located. Of course every foot of rich ground has an owner, so the newcomers have to depend on new strikes. Every day rumors of new discoveries reach here, which at once start stampedes, and hundreds rush out to stake claims.

"This rushing out is awful work. You have to race through deep, slushy swamps and fight millions of mosquitoes, climbing mountains covered with soft moss and thick brush. It is very hot in the middle of the day. Yesterday the thermometer was 97°, and on top of it came a rumor that gold had been found on a creek seventy miles away. So at night the Alaska Commercial Company's steamer Alice started for the creek loaded to the guards with men and



The Steamer Portland, that Leaves Today at Noon for St. Michaels, and Her Gallant Master, Capt. Kidston.

small boats. My duties kept me here, but my brother went out with the rush to put down his stakes. The gold is here, and the man who doesn't get some of it has himself to blame for it."

Mr. C. F. Dickinson of Kodiak, who arrived to-day on the Bertha, reports the great richness of several mines on Cook's Inlet, where the cost of living is less than at the Klondike and wages are as high. Good miners get \$15 a day. Dickinson says that when the Cook's Inlet mines are properly developed they will be as rich as the Klondike.

WASHINGTON, July 22.—Interesting stories about the Klondike discoveries came to Capt. C. F. Shoemaker, chief of the revenue cutter service, to-day, in letters from Capt. Francis Tuttle of the revenue cutter Bear and Capt. C. L. Hooper, commanding the Behring Sea patrol fleet. Writing from St. Michael, on the Yukon River, under date of June 30, Capt. Tuttle says:

"If I were twenty years younger than I am, I would be off for the Yukon. The days of '49 are not in it with the Yukon. I have just seen a man who one year ago was a deck watchman on one of the Yukon River steamers. Last winter he went to the placer mines. He leaves on the steamer for San Francisco to-night with \$150,000 in nuggets, all of which he picked out of one hole at Klondike, and he is only one of hundreds just as fortunate as himself. It makes me feel tired."

The letter from Capt. Hooper was dated Unalaska, July 5. He said: "The reports from the Yukon sound like fairy tales. I would not believe them, only I have seen the nuggets. This is probably the richest gold discovery ever made on this continent, and if I were twenty years younger I would resign and go up there."

The story in THE SUN this morning about the difference in the values of California gold and Klondike gold was read with a great deal of in-

terest at the Treasury Department. Officers of the Mint Bureau were especially interested. They had already taken steps to ascertain the character of the new gold, and specimens are to be sent to the bureau.

WAGON ROADS TO THE KLONDIKE.

Resolution Before the Senate Authorizing American Citizens to Construct Them.

WASHINGTON, July 22.—The marvellous gold discoveries in the Klondike were called to the attention of the Senate to-day in the shape of joint resolution reported by Mr. Carter (Rep. Mon.) from the Committee on Territories authorizing the Secretary of the Interior to grant the necessary right of way over the public lands, and the privilege of taking all necessary materials for the construction and maintenance of trails, wagon roads, and other highways in Alaska, with the right to collect toll for twenty years. The grants are to be made only to citizens of the United States.

Mr. Carter, in explaining the purpose of the resolution, said that recent correspondence had developed the fact that it was not only desirable but necessary for the United States to authorize some of its citizens to construct wagon roads from tidewater on the Pacific through disputed territory to the summit of the mountain near Lake Bennett. The British Columbia Development Company was at present engaged in an attempt to monopolize that pass, claiming that the territory belonged to the Dominion of Canada or to British Columbia. The purpose of the joint resolution was to authorize the Secretary of the Interior to permit the construction of roads there by citizens of the United States to the end, at least, that possession might remain with the people of this country in connection with any dispute that might arise hereafter concerning that territory.

Mr. Davis, Chairman of the Committee on Foreign Relations, asked Mr. Carter whether it was proposed that the highway, or whatever it might be, was to start from Juneau.

Mr. Carter replied that it was to run from the head of what is known as Taya Inlet to Lake Bennett.

Mr. Davis—Does it traverse the difficult pass we hear about?

Mr. Carter—No; it traverses what is known as White's Pass, to the east of Chilkoot Pass.

On objections by Senators Berry and Turpie the joint resolution went over till to-morrow.

In the House Mr. Lacey asked unanimous consent for the consideration of a bill creating the office of Surveyor-General for Alaska at a salary of \$2,000 and giving the President the discretion of dividing the Territory into two land districts. Consent was given, and Mr. Shafroth

of Colorado explained that under present conditions many miners must travel from 800 to 1,000 miles to Sitka to make entries of their claims. The new office would doubtless be located in the Yukon district in the vicinity of the gold fields. The bill was passed.

OFF FOR THE UPPER YUKON.

The Steamer Portland Carries 140 Passengers from Seattle.

SEATTLE, July 22.—The steamship Portland of the North American Transportation and Trading Company steamed out of harbor at 2 o'clock this afternoon, bound for St. Michael, 2,000 miles away. She will reach there in two weeks, and three river steamboats of the company will meet her and carry her passengers and provisions to the Klondike gold fields. They will have travelled almost 3,000 miles when they reach the Arctic Eldorado. It is expected that the entire trip will take thirty-five days.

Charles H. Hamilton, Secretary of the company, said to-day: "The Portland will return and be ready for another trip North in August. We will start at once to book passengers. We could have filled her up for the second trip, but refused to take any names until the steamship left to-day. We do not expect to encounter ice in the Yukon until October, so that the journey in August will not be interfered with and passengers will be landed safely close to the Klondike."

7
The cargo of men and provisions which the Portland took out is the largest she ever carried, and at the same time she has obeyed the law. It is not generally known that the Portland was formerly the Haytian Republic, the greatest smuggling craft that ever plied on the waters of the Pacific. She smuggled thousands of pounds of opium and hundreds of Chinese into the United States, and was finally captured, confiscated and sold by the Government.

When the Portland sailed to-day she had about 140 passengers, all that were allowed by law. Fifty travelled first class, the rest steerage, though the difference in fare was but \$25. She carried 1,000 tons of provisions.

A number of well-known men are among the passengers. One of them is Mr. John H. McGraw, ex-Governor of the State, until recently President of the First National Bank of this city, and not long ago rated at nearly \$1,000,000. Had Washington gone Republican McGraw would now be in the United States Senate. Another passenger is Mr. George E. M. Carr, senior member of one of the most prominent law firms on the Pacific coast. Carr is independently rich. Thirteen years ago he was in the Yukon Basin in search of fortune when placer mining was in its infancy.

One stormy night Carr ran across three prospectors and trappers nearly perishing of cold and hunger. With his Indian guide Carr rescued the men and supplied them out of his stores of whiskey and provisions. One of them was so nearly gone that Carr had to carry him out on his back while the Indian drew the sled. These men are still in the Yukon and have rich claims staked on Bonanza Creek. It is in response to letters from them that Carr leaves, for he is assured of a chance to make a great fortune.

Six of the Portland's passengers are newspaper correspondents. One of the correspondents carries a dozen homing pigeons, which will be released at St. Michael and points on the Yukon, including Dawson City. The weather, it is believed, will be favorable for two months yet for their safe passage home.

Mail Carrier Jack Carr and John Scott, a practical printer, are taking a complete outfit for printing a newspaper. The first copy will be issued in about seven weeks. It will be called the *Yukon Nugget*, and will sell for 50 cents a copy.

In addition to the men are a number of women who go north—some to join friends and relatives at Klondike, others who propose to work in restaurants, and a few to prospect. They are from Seattle, and give their names as follows: Mrs. Thomas Urquhart, whose husband goes north with her; Miss Rose Kenna, Mrs. William Clark, Mrs. S. Lychtenstadter, Mrs. J. D. Barnes, Mrs. Ernest Maynard, Mrs. E. Hopkins, Miss S. Beasley, Mrs. J. Mulligan, Mrs. Chaput, Miss Esther Loisselle, Mrs. A. B. Llewellyn, Mrs. J. Williams, and Mrs. Tyler.

To-morrow morning the steamer Queen sails for Alaska with a large number of passengers bound for the Klondike mines, via Juneau. Being an excursion boat for summer tourists her first-class berths were previously engaged, but her entire steerage is occupied by Klondikers.

Of the 1,200 men who left Seattle by the early spring boats for the Yukon nearly all have arrived safely, without a death or serious accident, and in about 100 letters received here this week all express themselves delighted with the trip and country. Many have secured claims or positions at large wages, while others have gone prospecting on their own account. Mr. E. M. Culbertson, one of the new arrivals at the Klondike, writes under date of June 15:

"The stories we heard in Seattle do not half tell of the richness of these mines, and you will scarcely believe us. One claim washed out over \$150,000 in one day, and others as high as \$90,000 and \$100,000. Everybody has money, and all business is done with gold dust or nuggets. If a man buys a drink he takes out a sack of gold and the bartender weighs out the price.

"Wages are \$15 a day at the diggings, but they are trying to cut down to \$10, and most of the men they tried to cut quit work and came back to camp, as they said they could not work for less than \$15 and pack their grub in over the trail. It is one of the worst you can imagine. It is like walking through rotten straw. The country is all covered with moss from two to four feet deep, and the frost is out about twelve inches, and you go down to the bottom at every step. Many miners are fifteen miles from here and they have to pay 28 cents a pound to have supplies packed in, but when it freezes up it is an easy matter to sled supplies up the river and creeks.

"Up to the present time goods carried to Klondike by Americans have escaped the Collector, but this is to be stopped within the next ten days, and every pound will be subject to duty. There is practically no exception, and the duty comes below 20 per cent. on but few articles. On most of the goods the duty is from 30 to 35 per cent., and in several instances higher.

"Two inspectors of the Canadian customs service are coming north and will enforce the customs laws, establishing themselves on the pass that leads from Yea into the Yukon country. The number of these inspectors will be increased as the traffic demands. The Canadian Government is terribly in earnest over this duty question."

GOING TO SCOOP UP THE GOLD

*San Francisco Call
July 22, 1897*

Departure of the Portland With Passengers for the Far North.

WOMEN AMONG THOSE BOUND FOR THE KLONDYKE.

No Abatement in the Excitement Caused by the Wonderful Discoveries on the Yukon---There May Be a Clash Over Customs.

SEATTLE, WASH., July 22.—There were fully 6000 people down at Arlington dock to-day to see the steamer Portland depart for St. Michaels carrying the first of the passengers who have left Puget Sound for the Klondike by the steamer route since the news of the great discoveries came out. The capacity of the Portland was limited to 125 passengers, and every berth was occupied. She was deeply laden, carrying 1100 tons of a cargo, every pound of which, outside of the limited personal baggage allowed the passengers, was shipped on account of the North American Transportation and Trading Company for their own stores in the Yukon country. No passenger was allowed to carry either provisions or hardware as a portion of his baggage.

The Portland was scheduled to sail at noon, but it was 4:30 before she finally left her wharf, but the crowd waited to see the departure of the gold-seekers. The delay was caused in the first instance by the slowness in getting the freight aboard. After the freight was fairly aboard the local inspectors interfered and required a good portion of the deckload to be discharged, deeming it unsafe for the vessel to proceed to sea. Some twenty tons of potatoes in boxes were discharged and considerable other freight, largely consisting of picks, shovels and other mining tools, which was likewise left on the dock.

Among the passengers on the Portland were a number of women and young children. While the male passengers had arrayed themselves in rough clothing, caps and stoga boots, befitting the country to which they were going, the women presented a singular contrast. They were clad in dainty summer costume, shirt

waists and sailor hats and nearly every one wore flowers profusely. As they stood on the deck of the vessel, gayly waving adieu to their friends, they looked more like a party going to a picnic or a summer excursion, rather than emigrants to proceed to make a home for an indefinite period thousands of miles away, up on the very verge of the Arctic circle, there to face the often-painted terrors of Arctic winter.

All the passengers, male and female, were apparently in the most buoyant spirits, and this was to a great extent true of the spectators, save the few women in the crowd who were there to bid a long adieu to the husbands or sons who were going from them to seek their fortunes. With cheers from the crowd and amid a salute of whistles from the steamers lying at adjoining docks, the Portland, at 4:30 o'clock, cast off her lines and headed for the Straits of Fuca to enter on her long voyage to Bering Sea.

The excursion steamer Queen leaves for Dyea Inlet to-morrow. She takes with her 250 passengers bound for Dyea Inlet and the overland route to the Klondike. In connection with the sailing of the Queen it may be noted that she sails again from Seattle for Dyea on August 7. The Associated Press dispatch, under a New York date line, which appeared in the morning papers having that news service to-day, contains an error in this matter, which may cause some inconvenience unless corrected. The Associated Press dispatch says the Queen sails from San Francisco on August 7. The Queen is not likely to return to San Francisco until this rush is over—if it ever will be.

A desperate effort is being made by the people of British Columbia to divert a portion of the travel and especially the outfitting to British Columbia ports. They have already sent agents to Seattle, who are publishing broadcast the news that the Canadian authorities propose to put in customs officers at the point where the trail from Dyea Inlet crosses the international boundary and will endeavor to collect duty on all goods brought in by persons whose outfits are purchased in the United States. This is a matter which will work both ways. The United States already has a Deputy Collector of Customs located at Juneau, and if goods from British Columbia are brought to be landed in Alaska, except in bond, they will most certainly be compelled to pay duty fully as high, and in some instances rather higher, than the Canadian duties proposed to be collected. Whether this customs officer is really to be put on the ground or whether the matter is a bluff has not yet been determined. If it is done it will bring at once to a sharp issue the question as to where the present boundary between British Columbia and Southeastern Alaska really is.

It will be remembered that the British Columbia authorities have within the past two years put out several maps representing this boundary as being nearly fifteen miles farther west than it is represented on maps which had heretofore gone unquestioned. If the Canadian authorities undertake to establish any customs officers on the international boundary line, as they now claim it exists, there will most certainly be trouble. According to this new claim the whole of Chilkat Inlet is in British Columbia.

The reason why the story is considered as doubtful, and as put forward solely for the purpose of endeavoring to divert trade to the British Columbia side, is that on the northern boundary of this State, where Canadian customs officers are already established, no attempt has ever been made to collect duty on the supplies and mining tools brought across the line by working miners. However this may be, there is considerable excitement here over the story.

The Seattle police department is rapidly becoming demoralized through the Klondyke rush, and the fire department threatens a like demoralization. The force has in the past few years been cut down to forty men, owing to hard times. It is under civil service rules, the requirements of which, especially the physical ones, have been high. As a result the force, while small, has been remarkably efficient. Now ten of the best men on the force, including one of the captains and one of the best detectives, have resigned and joined the Klondyke rush. A special meeting of the City Council was called last evening and the question of raising the salaries in both the police and fire departments was brought up. The matter was referred to a special committee, but the Council rather despaired of being able to offer wages which will compete in attractiveness with the Klondyke. Another meeting was held to-night for the same purpose, but no conclusion was reached.

The labor market is already feeling the effects of the Klondyke excitement. Today the knot-sawyers and packers in four of the largest shingle-mills in Ballard, a suburb of Seattle, struck for higher wages. They had been receiving \$2 a day and demanded \$2.50. They were offered \$2.25, but declined. The West Manufacturing and Investment Company's mill, Donaghue & Kellogg's mill and Stimson's shingle-mill shut down, and the mill of the Seattle Cedar Lumber Company ran up till noon and then shut down. These four mills are the largest shingle-mills in the State and employ some 300 men. There are four smaller mills at Ballard, which have remained unaffected by the strike. In these mills payment is by piecework, and the men have as yet made no complaint.

The full aftermath of the Klondyke stories has not yet been gleaned. From the country districts letters are coming in, received from friends in the Klondyke, which are even stranger than those received in this city. For example, S. S. Shea, manager of the Postal Telegraph Company's office at Whatcom, has received a letter from his brother, Warren Shea, dated at Dawson City June 20, from which the following is an extract:

"Things are booming and the country is immensely rich—much better than is reported. Anything you hear bank on it. I saw coal oil cans full of gold at one claim, and there are about 500 just like it. The claims would average about 500 feet square, with about 5 to 8 feet of pay dirt. I saw them clean one sluice-box and the gold was visible in piles. A fellow ran his shovel-handle through it and poked the gravel and sand out, and when he got through he had a pile the size of my hat; but this is a hard country and it is no pudding for anybody, and generally when a man strikes it he gets out of the country. The boat left two days ago, and one store closed to make ready to ship the gold. There was so much they shipped it in barrels. Well, I don't expect to get many barrels, but I do expect to get one small one. The wages are \$15 for miners and \$10 at ordinary work per day."

When it is remembered that in nearly every one of the towns around Puget Sound such letters as this have been received from well-known former citizens who are now in the Klondyke, it can be understood that the mining fever is now raging intensely in every hamlet in the country. Parties are being organized everywhere and are coming in to Seattle to take the steamers scheduled for Dyea. As the writers of letters from Klondyke have, as a rule, been very explicit in their statements as to the requirements of the trip, these parties are uniformly well equipped. A typical party is one which is here from Kent, a town in this county. It consists of Charles Guiberson, the postmaster, who has resigned; Albert Smith, proprietor of a saw-mill and a man named Stepich, a hop farmer, who attained some notoriety here a few years ago by killing Tom Blank, a murderer and desperado, who made a general jail delivery by holding up the jailer with a wooden gun. Stepich overtook Blank near Kent and killed him after a desperate fight, in which he himself was badly wounded.

This party is equipped with 2500 pounds of clothing and provisions each. They have three horses and a boat thirty feet long, built on the lines of a Canadian bateau, which is all ready to be put together as soon as Lake Lindeman is reached. The party leaves here on the Mexico Sunday for Dyea Inlet. Here they will disembark and commence packing over the trail. The material for the boat will go first and one man will go to work putting it together while the others pack the outfit over. The boat will be finished about the time the packing is completed. Then they will sell the horses, embark with their outfit in the boat and start down the lake and river to Dawson City. This instance is given because it is identically the programme which will be followed by all well-equipped parties who thoroughly understand the conditions which they have to meet and who have received and followed the advice of experienced Yukon miners.

BACK WITH A FORTUNE.

Luck of a Longshoreman That Has Increased the Excitement at Tacoma.

TACOMA, WASH., July 22.—James McMahon, until three years ago a longshoreman on the Tacoma wharves, returned to this city from the Klondyke country yesterday with \$65,000 in virgin gold. McMahon lived for a number of

years at Old Tacoma and is better known as "Jimmy, the diver," an appellation gained by diving from a wharf for a truck. McMahon went to San Francisco on the Excelsior. He was a married man when he left Tacoma for Alaska, but while he was gone his wife secured a divorce for desertion, and now the erstwhile husband has the \$65,000 to spend himself. He began spending it last evening by gathering his old longshoremen comrades in an old Tacoma resort and acting the generous host.

McMahon had cleared up but little after three years' hard work on Glacier Creek in the Forty-mile district, when he heard of strikes on the Klondyke. He took the first steamer for the new diggings and secured claim No. 31 on Adams Creek, ten miles above Bonanza Creek. He spent last winter working a richer claim on Bonanza on a lay with three others. His share was \$65,000, which he says he sold to a smelter in San Francisco for \$17.83 per ounce. He saw a big colony of Tacomans on the Klondyke, including Ben Everett and ex-Chief of Police Davis, and all were doing well. McMahon will return to Alaska next spring to look after his claim on Hunker Creek, where he has two men working in his absence at \$15 per day.

The gold excitement in the far north has stirred up the business men of this city. For a long time it has been apparent that Tacoma was badly in need of a line of steamers for the Alaska trade to accommodate the enormous traffic between here and Juneau and Dyea, as well as to the mouth of the Yukon. A movement is now on foot to establish a new line of steamers, prominent members of the Chamber of Commerce and mining men being particularly active in the matter. Negotiations are now pending between Tacoma and New York capitalists, who have large interests in the Yukon basin, with the object of effecting the purchase of the Northern Pacific steamer City of Seattle if possible and if she cannot be procured to put another boat or more on the run as soon as possible. Such an investment and undertaking, it is thought, will materially increase Tacoma's importance as a shipping point and prove an immensely profitable investment besides. If the negotiations can be closed quickly the new company's steamer will make several trips this fall to Dyea, and at least one more steamer will be added in the season.

NO KLONDIKE FOR HIM.

Gold Enough There, He Says, but Too Many Hardships to Suit His Taste.

JOPLIN, Mo., July 23.—"Alaska has serious drawbacks at this time of the year, and people are foolish to go there before spring," said S. A. Turner, an engineer, who passed two years in the Yukon country and returned last fall. "No work can be done until May, and it will take a small fortune to live until prospecting can begin, and it would require very strong nerves to enable a man of small means to survive the awful feeling of homesickness that settles over one under the conditions that exist in that bleak, desolate country. To be there through the long winter months is bad enough, even when one has an abundance of food and good shelter, but to go in the condition in which many rash people are going, with only small amounts of money, is to go to a place of intense suffering and great privations and perhaps to death. People do not seem to realize that everything there costs dearly. I paid \$28 for a single board large enough to make a sluice box two years ago when there was no great rush to that region. Now everything will necessarily be more expensive, for there will be greater demands for food, wearing apparel, shelter, &c."

"At that time board was from \$3.50 to \$12 per day, according to conditions, and single meals were \$2. The cold was intense, and many had a struggle to sustain life. Of course, there is gold there in abundance, but it takes hard and expensive work to get it, and the fabulous stories told of fortunes waiting there to be picked up are gross exaggerations."

Mr. Turner went from Seattle, Wash., with about 100 others to Circle City, Alaska. The journey took sixty days, and was fraught with dangers and hardships. He prospected for two months and got out about \$1,700 in gold dust, and then decided to get back to civilization when the opportunity presented itself.

NUGGETS AND THE SHADOW OF FAMINE

More Lucky Ones Bring Sacks and Stories of Gold.

ALL REPEAT A WARNING TO RUSHING FOOLS.

There Is a Taunting Fear That the Growing Rush of Fortune-Seekers Will Proportion Misery to the Gold.

More Klondykers came to the Commercial Hotel yesterday morning with pockets full of gold nuggets and mooseskin sacks of gold dust.

Six of the strikers, who arrived at Seattle on the Portland last Saturday, got in by rail. They are not Clarence Berrys quite, but they did very well, and somehow or other they nearly all escaped the interviewers at Seattle.

One of them is all over with romance. He struggled for nine years in the Yukon country, made a strike in the Klondyke, brought down \$24,000 in gold, said he figures out that there is over a million dollars in one of his three claims, poured out heaps of gold on a center-table and said that his smart, little five-year-old half-breed boy was going to grow up at San Jose and probably never see his mother again, and was going to be the best that money could make out of him.

This was N. E. Picotte. He was a determined adventurer and a prospector up there nine years ago, became a saloon-keeper at Forty-mile three years ago, after four years of failure at gold-hunting, and now he is a millionaire, possibly. Last year he was secretary of the Grand Lodge of the Yukon Pioneers.

Then there is N. Mercier, who brought down \$23,000 and left fine claims to which he will return. The others brought out just a few thousand and didn't do anything sensational. They are just plain, uncultured fellows, who cashed in and quit when they were a little ahead of the game.

One of them is French Joe, who has \$7000 after twelve years of struggle and toil and famine, and he is going to one of the California mineral springs to win back some health.

Like the rest of the Yukon miners, they are all after eggs and "greens." When the miners got off the boat at Seattle they

fairly rushed for the eggs, green fruit and vegetables, things they had not eaten for so long.

"What did you make for first when you got off the boat?" was asked of one.

"A drink and then eggs—eggs and greens," he said, with smiling promptness.

Mr. Picotte is intelligent, good-looking and 37. He has a kindly way, especially to Frank, whose bright little eyes and darkish features suggest the pictures of aboriginal life along the far Yukon.

"Well, come up to my room," he said, and pretty soon a small valise was brought forth.

Little Frank never saw brick houses and oranges and the wonderful cars and things of the great, strange world he has reached, and his determined insistence that another wonderful orange be fixed for him delayed further operations.

Then a mooseskin sack, cylindrical, a foot long and two inches in diameter, came out. Moosehide is nicer than buckskin, and it must be nice to wear it, it is so soft and warm—thick, and of a dark-yellowish brown. Mr. Picotte untied one end and dumped out the contents.

They were just sample nuggets he was carrying around to show. They were not very big, a flat one being worth about \$37 and the pile was worth about \$250. They were just samples of the chunks of solid gold that are strewn thickly along the buried bedrock in the richest parts of the new diggings.

Another sack yielded a pile of \$1200 worth of the coarse gold-dust of the bedrock stratum, the grains ranging in size between mustard-seed and wheat grains. When they get down to bedrock in some of the claims they scrape up the stuff next to the rock, and especially in the crevices, and it is these scrapings that provide those wonderful pans of several hundred dollars each and not the stratum of gravel

above.

Picotte's Yukon experience before the Klondyke discovery was like that of most all of the hundreds of others who prospected there.

"I went in there in 1888," he said, "and my headquarters have been at Forty Mile ever since. The first year I worked on the bars and banks of Forty Mile, and then I went to Franklin Gulch, the first gulch discovered along Forty-mile Creek and worked it two years.

"I scratched up a few dollars of course, but I never made anything. I bought some claims on Davis Creek, but didn't make anything, and then I went to Miller Creek, where I didn't do very much. The creeks both run into Forty-mile Creek.

"A few found good claims—good for those days and worth maybe \$2000 or \$3000 a year. When I left Miller Creek three years ago I said I was through with mining and opened a saloon at Forty Mile. I didn't go to Klondyke until February last. I took in Jim Hall as a partner and located claim 17 on El Dorado Creek and both claims 14 and 24 on Bonanza Creek above the discovery.

"On claim 17 we sunk four shafts and drifted from all of them. This claim lies across the gulch 500 feet wide the way the creek runs and runs from rim to rim to a limit of 666 feet. Our four shafts were in a line on the lower side of the claim and covered a distance of 130 feet. We drifted 24 feet up the claim, drifting out all of a section of the claim 130 feet one way and 24 feet the other. We took out about \$48,000. That would make an average of \$2000 to the foot across the 130 feet, and at this rate the 500 feet would yield \$1,000,000. This is not counting anything that is on the sides of the middle section we are working.

"The ground is different in different claims, of course. In this claim there are 16 to 18 feet of black muck, then 3 to 4 of gravel and then the bedrock. The gravel runs 50 cents to \$1 and \$2 to the pan, but we didn't figure on the gravel. The rich part is the bedrock. It's a slaty rock that was all cracked and broken up as it lay some time in the past when it was at the surface and there was freezing and thawing.

"The cracks and crevices are filled with a clayey sort of sediment, and it's in this stuff in the crevices that the most gold is found. We pick out the broken rock and put it on the dumps to be sluiced, and scrape up the loose stuff from between the rocks. Of course a great deal of gold sticks to the rocks, but it is not in the rock itself. The most gold is within two or three inches of the top surface of the bedrock, but it goes down four or five feet often.

"When I left I hired Mack Lauvreville to take my place for \$400 a month, and he and my partner will work ahead until I go back in the spring.

"I couldn't estimate how much was taken out this year, or how much will be taken out next year. It will be a great deal more next year, because work was generally started so late this last season. We, for instance, didn't begin until February. Our ground is so we can drift in summer, but generally they can begin digging in October and November, and they will work several hundred claims every day possible.

"I couldn't guess how many men there is work for either. On El Dorado there are forty claims that will run fifteen men each, and that's 600, and there is Bonanza and the other creeks. There are a good many claims that it won't pay to work with labor at \$15 a day. If too many people get in wages will go down and more claims will be worked. El Dorado and Bonanza will pay rich for four miles without a blank."

THE ALASKAN GOLD BELT

Three Hundred Miles Long and
Runs Into British Territory.

VAST QUANTITIES OF METAL

The Rocks Rich in Auriferous Veins,
But It Is Difficult to Mine Them
on Account of the Expense of Get-
ting Machinery There — Placers
Along the Creeks.

The Geological Survey has learned something about the resources of Alaska. The sundry civil bill, approved June 11, 1896, appropriated \$5,000 for the investigation of the coal and gold fields of Alaska. A like amount had also been appropriated the year before.

Under the first appropriation an expedition was sent out by the Geological Survey to determine the coal and gold deposits along the line of the coast from Sitka to Bering Sea. A part of the appropriation for 1895 remaining, an expedition was sent out by the Survey in May, 1896, to the gold fields of the Yukon River. The reports that had come to the Survey from the Yukon country were that there were larger placer deposits along the stream beds, and that the country was generally covered with a heavy growth of moss, bushes and forest, making geological exploration very difficult, if not impossible.

The party crossed to the head waters of the Yukon River by the Chilkoot Pass and proceeded by boat down the Yukon to Forty-Mile Creek. They found on arrival there that they could traverse the country in all directions, through canons and over mountains, by having Indians act as packers. The party traversed the Valley of the Yukon from the British boundary on the east to the mouth of the river on the west. All of the known placer deposits were examined, and the origin of the gold in them was traced to the veins of quartz along the head waters of the various streams entering the Yukon.

Sufficient data was secured to establish the presence of a gold belt 300 miles in length, which enters the territory near the mouth of Forty-Mile Creek and extends westward across the Yukon Valley at the lower ramparts. Its further extent is unknown. The opinion of the geologist in charge of the expedition was that it would be entirely practicable to prosecute quartz mining throughout the year in this region. Large areas of rocks containing hard, bituminous coal were also observed.

The boundary between Alaska and the British possessions follows the line of the 141st meridian from the Arctic Ocean to Mount St. Elias. This cuts through the Yukon gold belt. It is known that the gold belt extends eastward for a considerable distance into the British possessions. The Geological Survey thinks, however, that there can be little, if any, dispute as to the position of the boundary line where it crosses the gold belt. The disputed boundary line is from Mount St. Elias southward to the head of Portland Channel.

The chief of the geological party which made this trip was Mr. J. Edward Spurr, who is now in Russia as the representative of the United States at the international geological convention. He has reported to the Geological Survey that with two assistants he crossed the Chilkoot Pass about the middle of June and passed down the Yukon River in a small roughly built boat to the crossing of Forty-Mile Creek. The main purpose of the journey was the investigation of gold resources along the upper Yukon and haste was made to reach the district occupied by gold-bearing for-

mations. Most of the available time was devoted to the examination of the auriferous rocks and gravels.

The main object of the expedition having been accomplished, the party continued down the river to its mouth, and from there procured transportation to San Francisco by steamer. During the investigation of the gold-bearing region all the creeks and gulches which are known to be actually productive of gold were visited, although the reaching of some of these districts involved a trip of several hundred miles on foot. The area reconnoitered comprises upward of 30,000 square miles.

Geologist Spurr thus describes the gold belt. Running in a direction a little west of northwest through the territory examined is a broad continuous belt of highly altered rocks, which crosses the area actually examined. To the east this belt is known to be continuous for 100 miles or more in British territory. The rocks constituting this belt are mostly crystalline schists, associated with marble and sheared quartzites, indicating a sedimentary origin for a large part of the series. In the upper part a few plant remains were found, which suggest that this portion is probably of Devonian age.

These altered sedimentary rocks have been shattered by volcanic action, and they are pierced by many dikes of eruptive rock. Besides the minor volcanic disturbances, there have been others on a large scale, which have resulted in the formation of continuous ridges or mountain ranges.

In this process of mountain building the sedimentary rocks have been subjected to such pressure and to such alteration from attendant forces that they have been squeezed into the condition of schist, and often partly or wholly crystallized, so that their original character has in some cases entirely disappeared. In summarizing, it may be said, that the rocks of the gold belt of Alaska consist largely of sedimentary beds, older than the carboniferous period; that these beds have undergone extensive alterations, and have been elevated into mountain ranges and cut through by a variety of igneous rocks.

Throughout these altered rocks here are found veins of quartz, often carrying pyrite and gold. It appears that these quartz veins were formed during the disturbance attending the uplift and alteration of the beds. Many of the veins have been cut, sheared and torn into fragments by the force that has transformed these sedimentary rocks into crystalline schists, but there others, containing gold, silver and copper, that have not been very much disturbed or broken. These more continuous ore-bearing zones have not the character of ordinary quartz veins, although they contain much silica. Instead of the usual white quartz veins the ore occurs in a shear and altered zone of rock and gradually runs out on both sides.

So far as yet known, said Geologist Spurr a year ago, these continuous zones of ore are of relatively low grade. Concerning the veins of white quartz first mentioned, it is certain that most of them which contain gold carry it only in small quantities, and yet some few are known to be very rich in places, and it is extremely probable that there are many in which the whole of the ore is of comparatively high grade.

No quartz or vein mining has as yet been attempted in the Yukon district, mainly on account of the difficulty with which supplies, machinery and labor can be obtained; yet it is certain that there is a vast quantity of gold in these rocks, much of which could be profitably extracted under favorable conditions. The general character of the rocks and of the ore deposits is extremely like that of gold-bearing formations along the southern coast of Alaska, in which the Treadwell and other mines are situated, and it is

probable that the richness of the Yukon rocks is approximately equal to that of the coast belt. It may be added that the resources of the coast belt have been only partially explored. Besides the gold found in the Yukon districts, there is rea-

son to expect paying quantities of other minerals. Deposits of silver-bearing lead have been found in a number of localities, and copper is also a constituent of many other ores.

Since the formation of the veins and other deposits of the rocks of the gold belt an enormous length of time has elapsed. During that time the forces of erosion have stripped off the overlying rocks and exposed the metalliferous veins at the surface for long periods, and the rocks of the gold belt, with the veins which they include, have crumbled and been carried away by the streams, to be deposited in widely different places as gravels, or sands, or muds. As gold is the heaviest material found in rock it is concentrated in detritus which has been worked over by stream action; and the richness of the placers depends upon the gold supply, the amount of available detritus, and the character of the streams which carry this detritus away. In Alaska the streams have been carrying away the gold from the metalliferous belt for a very long period, so that particles of the precious metal are found in nearly all parts of the Territory.

It is only in the immediate vicinity of the gold-bearing belt, however, that the particles of gold are large and plentiful enough to repay working under present conditions. Where a stream heads in the gold belt the richest diggings are likely to be near its extreme upper part. In this upper part the current is so swift that the lighter material and the finer gold are carried away, leaving in many places a rich deposit of coarse gold overlain with coarse gravel, the pebbles being so large as to hinder rapid transportation by water. It is under such conditions that the diggings which are now being worked are found, with some unimportant exceptions. The rich gulches of the Forty-Mile district and of the Birch Creek district, as well as other fields of less importance, all head in the gold-bearing formation.

A short distance below the heads of these gulches the stream valley broadens and the gravels contain finer gold more widely distributed. Along certain parts of the stream this finer gold is concentrated by favorable currents and is often profitably washed, this kind of deposit coming under the head of "bar diggings." The gold in these more extensive gravels is often present in sufficient quantities to encourage the hope of successful extraction at some future time when the work can be done more cheaply and with suitable machinery. The extent of these gravels, which are of possible value, is very great. As the field of observation is extended farther and farther from the gold bearing belt, the gold occurs in finer and finer condition until it is found in extremely small flakes, so light that they can be carried long distances by the current. The Geological Survey, therefore, lays it down that as a general rule the profitable gravels are found in the vicinity of the gold-bearing rocks.

The gold-bearing belt forms a range of low mountains, and on the flanks of these to the northeast and to the southwest lie various younger rocks which range in age from carboniferous to very recent tertiary, and are made up mostly of conglomerates, sandstones and shales, with some volcanic material. These rocks were formed subsequent to the deposition, and therefore do not contain metalliferous veins. They have been partly derived, however, from detritus worn from the gold-bearing belt during the long period that it has been exposed to erosion, and some of them contain gold derived from the more ancient rocks and concentrated in the same way as is the gold in the present river gravels. In one or two places it is certain that these conglomerates are really fossil placers, and this source of supply may eventually turn out to be very important.

CAPTAIN TUTTLE'S REGRET

Sorry He Can't Leave the Cutter

Bear to Gather Gold.

Makes Him "Tired" to See the Fortunes Coming Down the Yukon and Not Share Them.

From United States Navy officials stationed at Alaska, reports come to this city confirming in every particular all that has been said in The Times of the gold fields at Yukon. These reports, though not made to official superiors, must be believed because of the source from which they emanate. They show that the gold fever is so strong along the Pacific coast that it has infected the Navy to such a degree that it extends from the commanding officers down to the common seamen.

Capt. Francis Tuttle, of the United States vessel Bear, now at St. Michael's, Alaska, under date of June 30, wrote to a friend in this city, as follows:

"If I were twenty years younger than I am now I would be off for the Yukon. The doings of '49 are not in it with the Yukon. I have just seen a man who a year ago was a deck watchman on one of the Yukon River steamers. Last winter he went to the placer mines. He leaves on the steamer for San Francisco tonight with \$150,000 in nuggets, all of which he picked out of one hole at Klondike, and he is only one of hundreds just as fortunate as himself. It makes me feel tired."

Capt. C. L. Hooper, commanding the Bering Sea fleet for Unalaska, has written a letter to a friend in Washington which is dated July 5, in which he says:

"The reports of the Yukon sound like fairy tales. I would not believe them only I have seen the nuggets. This is probably the richest gold discovery ever made on this continent, and if I were twenty years younger I would resign and go on."

AFTER KLONDIKE'S GOLD

Some of the Men Who Are Starting for the Mines.

AN EX-GOVERNOR AMONG THEM

His Remarkable Career—Once a Constable, Became Sheriff, Then Bank President, Governor, and Leader of the Republican Party in Washington.

Seattle, Wash., July 22.—The news that the telegraph has been bringing for the past ten days of the wonderful things of Klondike, in the land of the midnight sun, has opened the flood gates, and a stream of humanity is pouring through Seattle and on toward the golden Mecca of the North. It is a crowd at once strange, weird and picturesque. Some say it eclipses anything in the days of '49.

The good ship Portland, which recently brought a million and a half of the treasure to this port, sailed today for St. Michael's at noon. She will carry every passenger and every pound of cargo she has the ability to transport. From St. Michael's her burden will be taken up the River Yukon to far-famed Klondike.

The Portland has booked for this passage fifty-two first class and ninety-eight steerage passengers. Perhaps the most prominent is John H. McGraw, an ex-governor of this State and twice delegate to a

National Republican Convention. Had his party been successful in this State he would, in the nature of things political, have been waiving the seat now occupied by United States Senator George Turner. But at Everett McGraw threw his strong personality into the breach and had his State convention to declare for gold, and Populist John Rogers succeeded him as governor and the fusion forces sent Turner to the Senate.

Moreover, having been a Reed man he got nothing from the McKinley Administration. So McGraw's political aspirations vanished, and he was overtaken by other misfortunes. Fusion county officials examined his accounts as sheriff of Taking county and found him short many thousands. The case was outlawed, but McGraw surrendered all his property, and in his manner of going a pathetic side of nature is presented. To the remonstrances of a friend against such a course the ex-governor replied:

"I can go to Klondike, take a pick and a shovel, and earn \$12 or \$15 a day at common labor. Such work there, even if I can do no better, would not be as embarrassing to me as the performance of manual labor here."

The name of E. M. Carr, one of the foremost lawyers of the State, and an ex-brigadier-general of the State militia, appears on the Portland's list, as does also that of Peter Jackson Carr, a nephew of the late Gen. Carr, of the regular Army. He leaves a lucrative law practice.

The son of a dignitary will be of the Portland crowd in the person of G. St. L. McKintosh, whose father is Gov. C. H. McKintosh, of the Northwest Territory, in which is located Klondike. Gov. McKintosh came to Seattle to bid his son adieu, and during his stay here declared that there are a hundred Klondikes in British Yukon and that they contain hundreds of millions, for gold has accumulated in these streams for ages. George Hyde Preston is a Southern gentleman by birth and breeding, but he is being turned away in the prime of life from the practice of law by the romantic tales of Klondike. Capt. Ballot is a Harvard graduate and a football player of Pacific coast reputation.

Down in the steerage are poor men, who, as a rule, have been "grub staked." The Pacific coast States appear to be contributing the largest number of voyagers,

though the advance guard from the Middle States are arriving, and, in truth, men are coming from the four quarters of the nation. Every city of prominence in the country is represented and the agricultural districts are furnishing their quota.

MORE TREASURE FROM ALASKA.

It Is Said 5,000 People Are at the New Diggings.

San Francisco, July 22.—More treasure was received from the Arctic gold fields by the steamer Bertha, from Unalaska, but it came in the form of 500,000 tons of concentrated gold ore from Unga Island, valued at \$40 per ton, and worth in all \$150,000. Unga Island mine is on the coast, and operated by the Apollo Mining Company. The quartz is rich and is handled cheaply, but the cost of erecting the plant was heavy. The steamer brought about two weeks' later advices from Dawson City.

Only four persons came down in the steamer, and none of the four were going to Klondike. Unalaska has the

fever as badly as have other places along Alaskan shores. Unalaska's delegation of Klondikers started toward the diggings some months ago, leaving the town deserted, except by Indians, and the latter would not get excited if the Muir glacier was grinding out \$20 pieces and showering them all over Alaska. The Bertha brings advices that will not encourage miners.

TONS OF PROVISIONS.

SEATTLE, July 23.—The steamship Queen sailed for Alaska this morning, carrying 411 passengers, of whom 163 were from Seattle. The other 250 were Eastern excursionists, principally Christian Endeavorers, who had been in attendance at the recent convention in San Francisco. The Queen carried about 400 tons of freight, consisting principally of baggage and "grub stakes."

Manager Hamilton of the North American Trading and Transportation Company estimates that 2,000 people have gone into the country this season, which with the 3,000 already there makes 5,000. While he believes there is no danger of starvation, he advises people to wait until spring before going in. His company expects to get 7,000 tons of provisions to St. Michaels before the season closes, 5,000 tons of which will get up the river. James G. Blaine Jr. has telegraphed here from New York asking for booking to the Klondike.

FLOUR FOR THE MINES.

STOCKTON, July 23.—Stockton is going to do her share toward seeing that the great crowds that are rushing to the Klondike country do not starve to death. For several days the Crown Mills have been preparing for the shipment of a large amount of flour into the country. The flour has to be prepared to make the long and hard trip. The first lot went down by the river steamers last evening, and another large shipment went down this evening. The flour goes in quarter barrel or fifty-pound sacks, two of which are sewed together for protection. Most of the flour will go into the mining country by way of Juneau and the Chilcoot pass, but this particular shipment will go by the steamer Excelsior to St. Michaels.

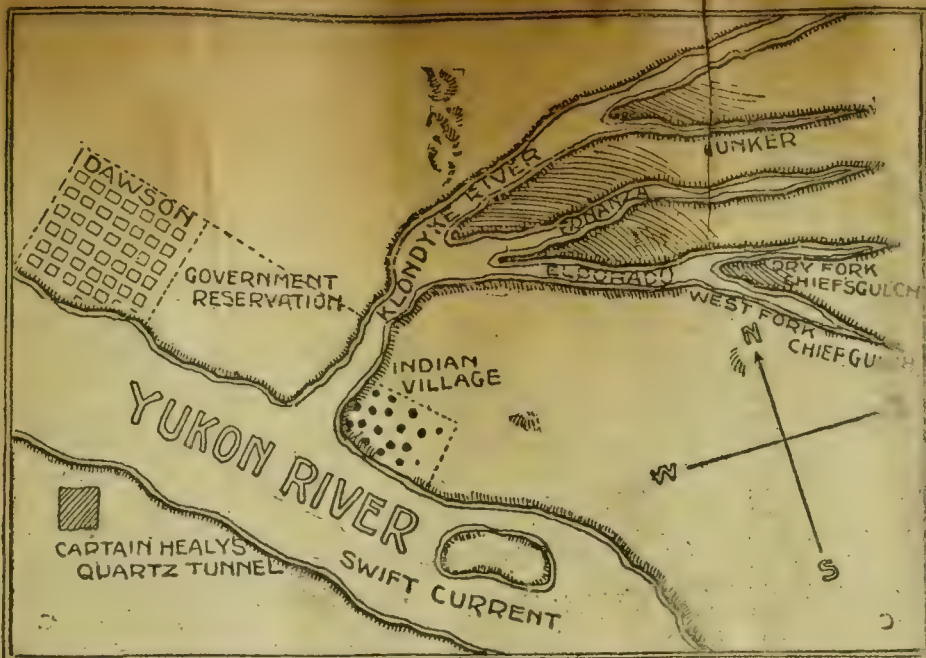
A WOMAN'S BONANZA.

TACOMA (Wash.), July 23.—The pioneer woman gold hunter of the Yukon, Mrs. J. T. Wills of this city, has struck it rich on the Klondike. Only a few weeks ago she was taking in washing and now she is worth a quarter of a million dollars.

"I have gone through death," she writes to Mrs. Frank P. Hicks, "and a fight has been made against me to take possession of my claim, but I will stand by my rights if it takes five years."

Mrs. Wills is a woman of iron will. Her husband is a gunsmith and locksmith, and troubled with rheumatism. He could not go out into the frozen North and his wife went for him. For two years she made little money, and was almost disheartened when the Klondike bonanzas were discovered. She immediately joined a party, the rest being men, hurried to the new diggings and was among the first to secure a claim.

She then went to work as cook for the Alaska Commercial Company's mess at Dawson City and was receiving \$15 per day for her services. While doing washing Mrs. Wills introduced the first "boiled shirt" into the Yukon gold camp and paid \$2.50 for the box of starch from which she starched it. Her first assistant in the laundry was an Indian squaw, whom Mrs. Wills paid \$4 per day and board. Her little log cabin cost her \$35 per month, and her supply of wood for the winter cost \$225. A 25-cent washboard cost her six times that amount, and while she made a fortune washing and baking bread, Mrs. Wills complains that the Trading Company got most of it. Mrs. Wills parts her hair on the side like a man, is stout and jolly, aged fifty years, and attends strictly to her business.



DETAIL MAP OF THE KLONDIKE DIGGINGS.

This map was made from a sketch furnished by Fred B. Crewe, a well-known printer of New York, now in the Klondike region. Mr. Crewe was in Klondike last year and drew this sketch in March, 1897, for the benefit of miners in Douglass, Alaska. The Alaska Miner, a newspaper at Douglass, printed the map at the request of men going to Klondike.

Thomas Cook, who has been a miner for nineteen years and is among those who came down on the Excelsior after making a lucky strike on the Klondike, prepared yesterday, at the request of "The Examiner," the following approximate estimate of the requirements of a Yukon miner for one year. These figures are on the side of conservatism, as they are based on his own experience, and he admits that he is rather below than above the average. The prices quoted, except in the case of such articles as mocassins, mittens and the "Parkee," which are obtainable in Alaska or the Yukon country of the Northwest, are about current rates in San Francisco. If these supplies were purchased at Dawson the prices would be from three to four times as much. Mr. Cook warns any man against the folly of going to the mines without at least as good a stock as is enumerated here. His advice is "Get plenty of staples and get the best clothes obtainable of the kind named."

SUPPLIES.

500 pounds flour.....	\$12 50
100 " oatmeal.....	6 00
100 " beans.....	2 35
24 " coffee, at 30 cents.....	7 20
24 " tea, at 50 cents.....	12 00
100 " bacon, at 14 cents.....	14 00
100 " dried potatoes, at 5 cents.....	5 00
50 " dried vegetables, at 5 cents.....	2 50
100 " dried fruits, at 6 cents.....	6 00
25 " (2 cases) condensed milk.....	2 50
5 " baking powder.....	2 50
5 " salt and pepper.....	1 00
50 " canned butter, at 25 cents.....	12 50
30 " lard, at 10 cents.....	3 00
25 " rice, at 5 cents.....	1 25
20 " tools.....	15 00
50 " stove and cooking utensils.....	10 00
2 " matches and miscellany.....	1 50

1,310 pounds. Total supplies.....\$116 80

OUTFIT.

Three suits woolen underclothes.....	\$12 00
Three woolen overshirts.....	6 00
Two pairs overalls.....	2 00
Six pairs woolen stockings.....	6 00
Two pairs blankets.....	16 00
One fox-skin robe.....	50 00
One reindeer "parkee," covering head and reaching to the knees.....	12 00
Three Paris caribou mittens.....	6 00
Two fur caps.....	8 00
Two pairs rubber boots.....	7 00
Three pairs mocassins.....	9 00
One pair "muckluks".....	5 00
One woolen "Mackinaw," a sort of woolen sweater.....	10 00
Two sweaters (extra thick).....	8 00

Weight, 120 pounds. Total outfit.....\$157 00
1,310 pounds of supplies.....116 80

Grand total, 1,430 pounds.....\$273 80

Mr. Cook drew attention to the fact that the miner should follow the biblical instruction and put money in his purse. Many small articles will be needed at Dawson City, and if the prospector goes by way of Juneau there are guides to pay and a sled and dogs to hire. Some of the clothes will last longer than a year, but the quantity fit for service at the end of that time will be very limited.

PLEASANT IN THE KLONDIKE.

So Says William Davis, Who Has Returned to Pennsylvania with Gold Dust.

ALTOONA, Pa., July 23.—William Davis of this city has just returned from the Klondike gold region with a comfortable sum, as the result of two years' work. To a SUN reporter to-day Davis said:

"Ten miles above Juneau there is a pass in the mountains thirteen miles long. Through this pass an easy Indian trail runs to the gold fields, making the whole distance to be travelled by the land route not more than 250 miles. The rigors of the climate in the gold regions have been exaggerated. I have been in Montana, and I can say truthfully that the Klondike winter is not more severe than that of lower Alaska.

SAN DIEGO, July 23.—The Klondike fever, which broke out in San Diego as quickly as anywhere on the coast, is getting worse and worse. There has been no reaction, as is customary in mining fevers. Instead, the rage has spread to conservative men who have remained unmoved during other mining excitements. The sole topic on the streets is Klondike, and the best route to the land of ice-guarded gold. Men who have been in Alaska are looked upon as something just short of gods, and crowds hang upon their slightest word. Young men who were born here and have never seen snow, are making preparations to face the awful Arctic winter.

Seven Brothers, experienced mining men, who were to sail on the Santa Rosa Thursday evening, were delayed and will leave tomorrow morning by rail. They will go to Seattle and there secure an outfit. Their route will be via Juneau and over the Chilkoot Pass. They are backed by a syndicate of ten men, each of whom stands ready to put up \$1,000.

The craze has reached the police force. George B. Dow will resign from the force next Tuesday and leave for Dawson City. He is backed by B. T. Riggs, the Arizona mining capitalist. Mr. Riggs is too old to brave the trip now, but will go up next spring, and will then put up the necessary capital to develop anything Dow may have found. Dow is an old mine hunter, "born with snowshoes on his feet," and he will be at home in Alaska. He has mined in Leadville and the Gunnison country. With Dow will go Dr. R. G. Hulbert, one of San Diego's prominent physicians. Dr. Hulbert, too, is well equipped physically for the hard journey. He will practice his profession at Dawson City. He and Dow will go to Juneau and there buy or make a boat, which they will take to pieces and carry with them. They will go ninety miles beyond Juneau, where, they claim, there is a pass whereby they will be able to reach the lakes at the headwaters of the Yukon with only twenty-eight miles of travel. This will save eighty miles of the hardest part of the trip. They will put the boat together at the lakes and proceed down the Yukon. Dr. Pratt and Fred Samborn of National City are among others who will leave at once. They will go by the Juneau route. A syndicate of ten men is behind them, putting up \$1,000 each. Several men have already left for the fields, and others who are not making the fact public are preparing to go.

ONE LUCKY ASTORIAN.

ASTORIA (Or.), July 23.—There is at least one fortunate Astorian in the Klondike district. He has managed to clean up an enormous amount of money in a single year and has also a valuable claim.

August Peterson lived in Astoria up to a little more than a year ago. He heard a great deal of the wonderful resources of Alaska and wanted to go there, but had not the means. August Hilderbrand, Secretary of the Foard & Stokes Company of this city, "grub-staked" Peterson and the latter sailed for Juneau. He worked there for a while, but after a few months struck into the interior. For a year his friends in this city heard nothing of him. To-day, however, a letter arrived. Peterson has made directly for the Klondike region and staked out a claim. At that time there were but

few miners in the vicinity, but all were making fortunes. Peterson was very fortunate. Of all the gold he found, almost one-third was accumulated the first month. He found several large nuggets and washed out hundreds of dollars' worth of dust daily. His brother was with him, and together the men cleaned up \$140,000 in the year.

Peterson's letter adds that they were offered \$40,000 in cash for their claim, but that they refused to sell, as they can yet take out \$250,000. The other miners, some of whom have returned to the States, all made fortunes. Peterson and his brother endured great hardships, but were amply repaid. They will remain in the north for several months yet and work their mine.

Astoria has gone gold crazy and more than a hundred persons will leave as soon as possible for the Klondike. Several expeditions of from five to fifteen have been organized. The steamer Elder, which sails

from this port July 30th, will carry about fifteen Astorians.

BOUNDARY LINE BETWEEN CANADA AND ALASKA.

Professor Davidson Says There Cannot Be the Remotest Possibility of Friction Between the Two Governments.

The main features of the boundary line between Alaska and Canada are the irregular line extending from the head of Portland Inlet in latitude 56 degrees, around the waters of the great archipelago Alexander at a distance not greater than ten marine leagues from the Continental shore to the 141st meridian west of Greenwich, and the straight line running thence to the Arctic ocean on that meridian. Where this irregular line meets the 141st meridian rises the great Mount Saint Elias, which is in latitude 60 degrees 17 minutes and 34.4 seconds, and longitude 140 degrees, 55 minutes and 19.6 seconds. This peak is about twenty-seven statute miles from the ocean shore.

From a point on the 141st meridian and probably in nearly the same latitude as Mount Saint Elias, the boundary line runs true north to Demarcation Point on the Arctic shores; a distance of 660 statute miles.

In this great distance the line crosses comparatively few large streams; at 100 miles it crosses the head waters of the White river, a tributary of the Yukon, flowing to the north northwest; at 205 miles an unnamed tributary of the White river. At the last distance on the boundary line the Yukon river lies forty miles to the eastward at a well-known bend and gorge known as the Upper Ramparts. The river continues on a northerly course nearly parallel with the boundary line for seventy-five miles to old Fort Reliance, near the Klondyke, and thence trends seventy-five miles to the northwest by north, where the boundary line crosses it at 335 miles from Mount Saint Elias. The boundary line next crosses a little-known river called the Big Black, a tributary of the Lower Porcupine, at 445 miles; and the Porcupine river, one of the great tributaries of the Yukon, at 510 miles; this is the last river of much size that it crosses. As it runs northward it crosses the upper waters of the Old Crow river, which heads in Turner's pass of the Davidson range; crosses this great range at 595 miles, where the elevation was estimated by Turner to be 7,000 feet; and at 660 miles reaches Demarcation Point on the Arctic shore, about 150 miles west northwest from the delta of the Mackenzie river in Canada.

This boundary line traverses an almost unknown country; it passes over mountain ranges, reaching 10,000 feet elevation; and the country is utterly impassable for the first 100 miles north of the Saint Elias range. The longest stretches of reconnaissance on the line were made by young John H. Turner of the Coast and Geodetic Survey from Camp Colonna on the Porcupine, which is sixty miles north of the Arctic circle. With three aids and dog teams he crossed the hitherto unknown Davidson range at the pass named after himself at an elevation of 3,500 feet, encountering one blizzard when the temperature was 50 or 60 degrees below zero. His second trip was forty miles south of his camp, toward his colleague, John E. McGrath at Camp Davidson on the Yukon. He thus reconnoitred 200 miles of the boundary line, through a country never before traversed by a white man, and in his zeal contracted a chronic disease, which carried him off two years after his return home.

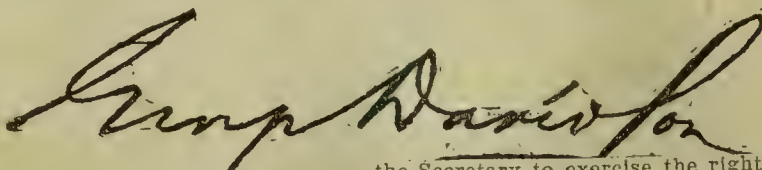
Where the Yukon crosses the boundary line its course, which is northwest by north from Fort Reliance, continues in a general direction to the northwest for two hundred and thirty-five miles to the deserted Fort Yukon at the mouth of the Porcupine. All that part of the Yukon river to the eastward of the 141st meridian, and all its principal tributaries come from the southeastward; the principal river under different names reaching within a few miles of the head waters of the Stahk-keen. The head waters of the main tributary, the Lewis river, reach into Alaskan territory at the White Pass, the Chilcot Pass and the Chilkoot Pass, just north of Lynn canal.

The geographical position of Fort Reliance, an old station of the Hudson Bay Company, on the right bank of the river, is latitude 64 degrees 13 minutes, longitude 138 degrees 50 minutes, or fifty statute miles east of the boundary line of 141 degrees. The stream named Klondyke creek enters the Yukon about six or eight miles higher up than Fort Reliance and on the same side of the river. So far as known it comes from the east-northeast for about one hundred miles, and is reported navigable by canoes for forty or fifty miles from its mouth.

Whatever doubt has been cast upon the position of the whole Klondyke district, being in British Columbia must have arisen from misunderstanding of the dispute existing upon the proper location of that part of the boundary line lying eastward and southward of Mt. St. Elias. The north or meridian line of the boundary has been accurately determined at three points—near Mt. St. Elias, at the crossing of the Yukon river and at the crossing of the Porcupine river. The determination at the southern end was made in 1892 by John E. McGrath and John H. Turner of the U. S. Coast Geodetic Survey, in combination with a Hydrographic party, which carried chronometers for the difference of longitude between Sitka and Yakutat. At Sitka was Fremont Morse of the Coast Survey. At the Yukon river Mr. McGrath and party spent two years at Camp Davidson, twenty-three miles below Forty Mile creek, observing meridian transits of the moon and occultations of stars by the moon, for longitude. His observatory being a little distance off the 141st meridian he measured to that meridian and marked it. Mr. Ogilvie, on behalf of the Canadian Government, also observed for the longitude at another and independent point, and then measured to the 141st meridian.

The latest information places the two independent determinations of this meridional boundary line within the width of a San Francisco pavement. So there cannot be the remotest possibility of any friction between the two Governments upon this question. We know the strong and high character of Mr. McGrath, and Mr. Ogilvie has a reputation of the highest character. The only local dispute that could possibly arise would be in the Forty Mile creek district, because the boundary line crosses sharp steep mountain ridges 2,500 and 3,000 feet elevation, an inferior instrumental means might cause a slight doubt of the direction in some case. However, no dispute has arisen in the district, no is it likely that any will occur. There is no doubt that the line has been satisfactorily laid down by Mr. Ogilvie or some of his assistants.

In quitting the subject, the longitude station of Mr. Turner may be referred to. After obtaining a series of satisfactory results he made a topographical reconnoissance of the Porcupine to its mouth, a distance of one hundred and forty miles as the crow flies.



NAMED FOR THE CAMP.

FRESNO, July 23.—The Klondyke Co-operative Gold Mining Company of this county filed articles of incorporation to-day. The capital stock is fixed at \$48,000, divided into 2,000 shares of \$24 each. The incorporators are W. H. McKenzie, B. F. Shepherd Jr., F. J. Haber, A. M. Clark and John W. Shanklin.

VALLE JOIN THE CHASE

VALLEJO, July 23.—Vallejo will soon be permitted, under this order, to do business hunting gold with the rest of the world between American ports, but only between a syndicate has been formed. Among them an English port and Dyea.

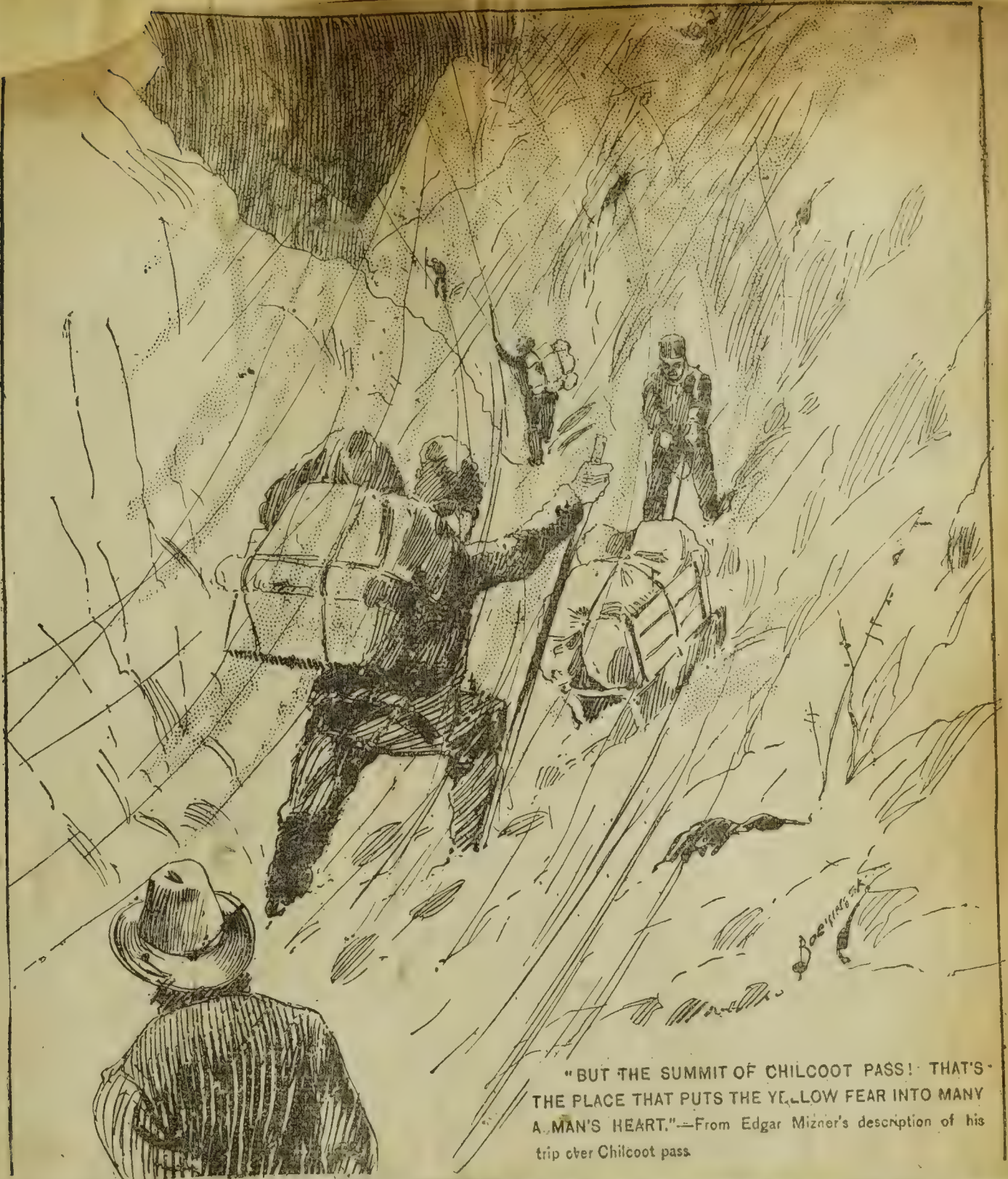
members are Admiral Kirkland, commandant at Mare Island; W. H. Skerrett, his chief clerk; Cam. Whitthorne and V. V. Harrier, who will send a man into the frozen north. O. B. Genty is their selection Genty is an old gold miner. Besides, he has the fever, and wants to be prospecting again as of old. He will start by the next steamer if nothing prevents.

WASHINGTON, July 23.—Port Dyea was made a sub-port of entry on an order issued by Secretary Gage late this afternoon. Canadian shipping interests made application for permission to carry passengers and freight in British vessels duty free from American ports to Port Dyea. This permission was refused, and Dyea was created a sub-port, and a Collector will be appointed. It is asserted that this does not put American and British vessels on an equal footing, because the latter are not

This action was taken under authority of the Act of March 16, 1896, which authorizes the Secretary to establish sub-ports at such places in Alaska as he may deem proper. Some objection was made by representatives at the Pacific Coast to the granting of applications to permit Canadian vessels to proceed to Dyea, but on full consideration of the question it was thought advisable by

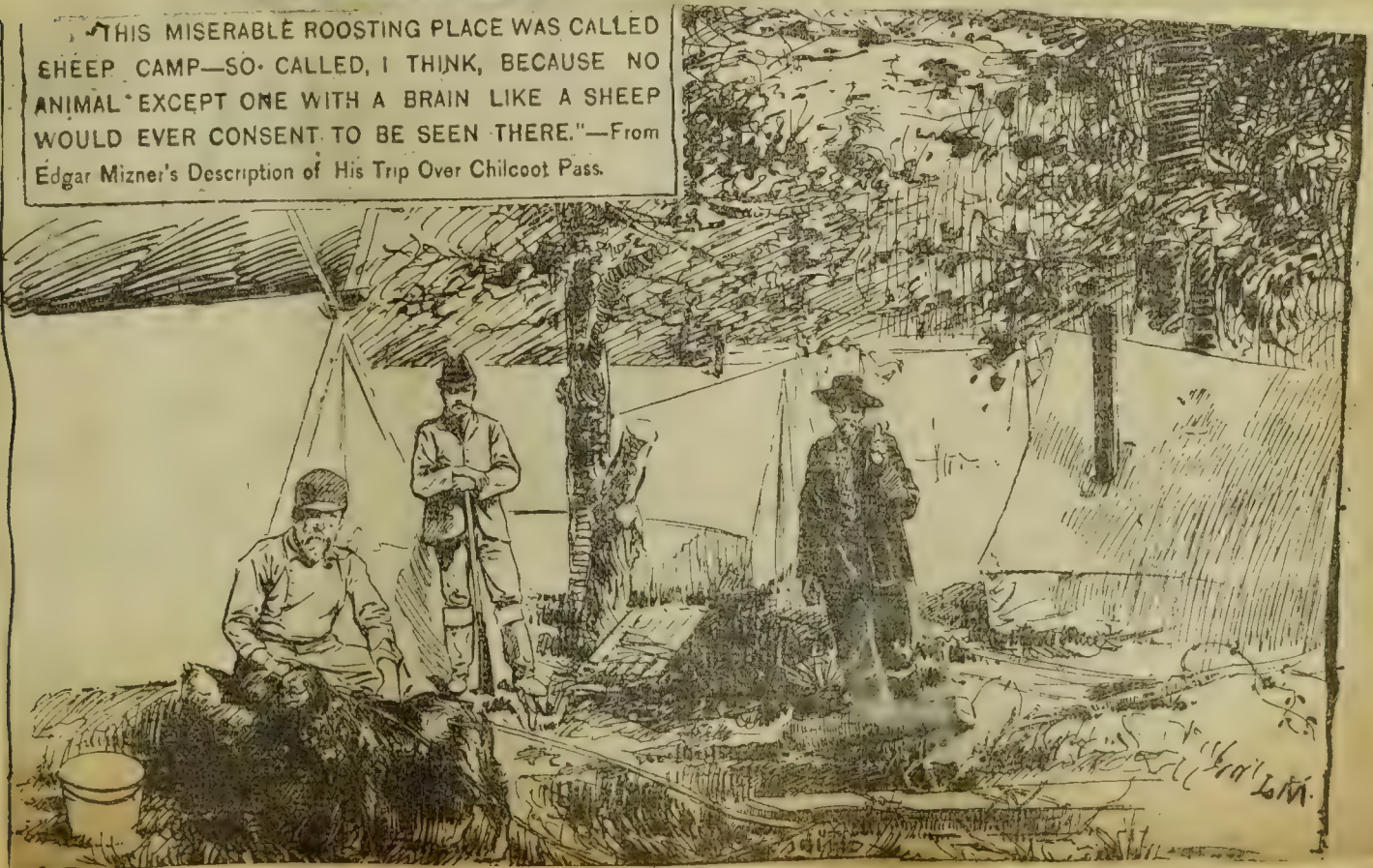
the Secretary to exercise the right clearly given him by statute to make Dyea a sub-port, thus relieving passengers from the annoyance of disembarking at Juneau and waiting other means of transportation to Dyea.

Vessels carrying men, provisions and supplies will be allowed to proceed past Juneau to Dyea, where the supplies are to be put into bond and shipped over the short intervening stretch of United States territory to the British Columbia boundary line, and thence to the Klondyke fields. All of the Cabinet were agreed upon the course to be taken. In the brief discussion over the matter it was pointed out that it was not only a neighborly action to take, but would be helpful to citizens of the United States as well. Nine-tenths or thereabouts of the men now in the gold belt belong to this country, it was stated, and failure to make the concession might deprive our own citizens of needed supplies. Beyond all this, it was intimated that in case the privilege was denied by this Government Canada might take up the matter, and by way of retaliation restrict operations upon such part of the gold fields as are on Canadian soil to citizens of that Government.



"BUT THE SUMMIT OF CHILCOOT PASS! THAT'S THE PLACE THAT PUTS THE YELLOW FEAR INTO MANY A MAN'S HEART."—From Edgar Mizner's description of his trip over Chilcoot pass.

THIS MISERABLE ROOSTING PLACE WAS CALLED SHEEP CAMP—SO CALLED, I THINK, BECAUSE NO ANIMAL EXCEPT ONE WITH A BRAIN LIKE A SHEEP WOULD EVER CONSENT TO BE SEEN THERE."—From Edgar Mizner's Description of His Trip Over Chilcoot Pass.





"HERE THE WATER IS LASHED INTO THE WILDEST
DISORDER, THE WAVES ROLLING TEN FEET HIGH, AND
THE SPRAY AND FOAM FLYING IN EVERY DIRECTION"

—From Edgar Mizner's description of his trip down the Lewis
river.

SCENES ON THE JOURNEY FROM DYEA TO DAWSON

After leaving Dyea and passing through the Dyea canyon the traveler begins the dangerous ascent to the Chitina. The distance from Dyea to the summit is only fifteen miles, but those who have taken the trip agree that the distance seemed more than fifteen. About ten miles from Dyea on the way to the summit is Sheep's Camp, which has been vividly described. After Lake Linderman, Lake Bennett, Takish lake and Marsh lake have been passed, the traveler sails down the Lewis and Clark canyon between Mud lake and Lake Le Barge. The river then dashes down into a box canyon only about sixty feet high. This illustration represents a scene in this canyon.

SEATTLE DISAPPOINTED.

WASHINGTON, July 23.—For several weeks efforts have been made to establish a new assay office in the Northwest. Seattle was the leading claimant and its advantages have been presented with persistent energy. Recently it was reported that the matter was practically decided and that the office

would be located at Seattle. Representative Lewis formed a combination with De Vries and drafted a measure establishing an assay office at Seattle and appropriating a sum of money for improvements in the office at San Francisco. They asked Speaker Reed to allow the bill to be passed and he refused to recognize Lewis for that purpose unless he could secure the recommendation of Secretary Gage. The Secretary said he was not yet prepared to give a decision on the matter. He feared the gold rush in Alaska

might be merely ephemeral. He preferred to wait a few months longer before he made any recommendation.

Secretary Gage is said to be the largest stockholder and a Director in the Alaska Commercial Company. His son, E. A. Gage, who is an employee of the company, is now in Alaska on company business. Young Gage, it is reported, is very anxious to have an assay office established at St. Michael's, and would like to be the assayer himself. Whether this fact has any connection with

A KLONDIKE DIARY.

KLONDIKE, July 23.—One of the most interesting stories which has come down from Klondike country is that sent by Samuel Clark of Livermore to his father, John W. Clark. Young Clark left Livermore early in the present year for the upper Yukon. He arrived there on June 10th. He has been at work ever since, and sends interesting accounts of his experiences. He has written his adventures and observations in diary form. Clark says that the country is unlike any other gold-bearing country in the world. Here are some selections from his diary:

June 10.—Here we are safe and sound. No loss except one bucket and hammer. No damage by water or carelessness. We arrived in the city of Dawson, N. W. T., at 4 p. m. June 10th, the date and hour we calculated on, when sitting in our Juneau cottage previous to starting. We made the remaining sixty-five or sev-

up and have untold ground. Many claim dollars to the day, and two to five thousand nothing of it. Every sack on the claims get vessels of the pack. Two men left on the day with seventy-five Men came down from pack of gold on their throw it in a corner, ing is locked up or seen everywhere and Circle City claim-dtracting for all the \$12 50 a day pay to and equal amounts the claims for w. Average bacon is 12 pound; flour is \$12 sugar 25 to 30 cents rice 25 cents and nowhere near the ba Fresh moose is 50 ce

Harry Ashe runs bling hell, and his to \$3,000 a day. at the box all the is booming, and no the same rush a "Dawson on the I can work at anyth thousand. People sacks with moss a woman asked a chips from a tree \$1 25 for his five more plentiful t scarce. The riv springs are colore bring from \$50 to \$ at all prices.

I received two

the reluctance of the authorities here to pass on the petition for an assay office at Seattle is only a matter for speculation.

STORY OF ONE MINER.

GREAT FALLS (Mont.), July 23.—Frank Moss, an old-time miner in this section, who four years ago was one of a party of Americans to first visit the Klondyke country, returned to-day, and tells a story of horror and starvation. He describes Klondyke as a placer camp seven miles long and thirteen miles wide, located in a sink, walled in by bowlders of rock three thousand feet high. Gold, he says, abounds, but no ordinary man can stand the hardships of the region. When Moss left here four years ago he was a sturdy fellow, over six feet tall. From hardship and privation he is a cripple for life and badly broken in health. In three years he says he saw over 2,000 graves made in the Klondyke basin, a large majority dying from starvation.

The steamship companies bring in all food and allow no private companies. Consequently it is common for them to go for weeks with but a scant supply, and for days they were without food. The gold brought in the last week to Seattle, Moss says, does not represent the findings of individual shippers, but a large portion of it was confiscated from the effects of the 2,000 miners who fell a prey to the hardships. At the death of a man possessed of dust his body is buried without a coffin and the dust divided among those who care for him. With proper relief established by the Government, Moss says gold can be taken out at the rate of \$2,000,000 a month.

The richest strike, he says, has been made by a boy named George Hornblower of Indianapolis. In the heart of a barren waste known as Boulder Field he found a nugget

for which the transportation company gave him \$5,700. He located his claim at the find and in four months had taken out over \$100,000.

The richest section of Alaska, Moss says, is as yet undeveloped. It is 100 miles from Klondyke, and is known as the Black Hole of Calcutta. It is inhabited by ex-convicts of Bohemia, and murders and riots take the place of law and order. A few months ago Klondyke organized a justice committee, and its law prevails there now.

With the crowds preparing to go to the scene now, Moss says, hunger and suffering will be great when added to other hardships to be overcome by those who survive. Moss returned with \$6,000 in dust and leaves tomorrow for his old home at Dubuque, Ia.

TO PROSPECT ON SHARES.

ELWOOD (Ind.), July 23.—The Elwood Mining Association has been organized with a large membership and will send eight men from this city to the Klondyke gold regions in Alaska to prospect. Shares are selling at \$1, and 500 hundred people have already taken stock. The list will be increased to 2,000 and the eight prospectors will leave for Alaska on August 1st, taking a year's provisions with them. The stockholders will share alike in the success of the prospectors.

WARNED NOT TO RUSH.

NEW YORK, July 23.—Frederick Hobart, editor of the "Engineering and Mining Journal," said: "It would be extremely foolish for any one to start from New York for Klondyke at this season, because he cannot get there in time to do anything this year. It is difficult, too, to get transportation. The Alaskan lines are not prepared to carry many passengers. It is easy enough to engage steamers and get to the coast, but the difficulty is to get from the coast inland. Much of the last portion of the journey must be made on foot. If you go by the Juneau route it is necessary to walk over the mountains and then build a boat. The Yukon river is only navigable during three months of the year. It would be well for those who do not know the country to learn more about it before starting for the gold fields."

L. Allen, associate editor of the "Engineering Magazine," said: "Naturally I have given a good deal of attention to reports from the new gold fields. I have no

doubt there is a lot of gold there. I know of very few men who are preparing to leave this city for the gold fields. It would be folly for them to do so at this time, anyway, as it is too late to accomplish anything this year."

Up to date eighty-four applications for transportation have been at the ticket agencies here. But a large majority of the applications do not purpose starting for several months.

WISTFULLY Turn to GOLD LAND.

MANY HOPING to Woo FAIR FORTUNE.

MORE MEN RETURN Laden With NUGGETS AND DUST.

MADNESS OF RUSHING IN Without Plenty of NECESSARY PROVISIONS.

HERE AND THERE A STORY Of Unlucky Ones Who VAINLY INVADED THE ARCTIC.

Interest in the gold region of the Northwest is not simply unabated, but it grows more intense daily. Klondyke, the fabulous riches so long hidden under its snows, the sudden fortunes, the means of getting there, the chances of success, all these are staple themes of conversation. Crowds gather about "The Examiner" window in which are displayed glittering nuggets, the result of one lucky man's venture, and observers are fired with an ambition to have a stock of nuggets and bottles of dust.

Many young men are so impatient to go that they do not think of hardship or the possibility of failure. Here and there shrewd business men are planning to invade the distant land with stocks of goods, believing that the gold will come in more easily into their coffers for provisions than directly out of the ground. Graybeards or every street corner discuss the situation grow reminiscent of '49 and opine variously. Some of them are certain that Klondyke can

never reach the glory of the old days, and others are equally certain that far away, along the Yukon, the records of the mining world are to be surpassed. But all of them would like to go. Many of them have made and lost fortunes in their day; they would like to try again.

"If I were a little younger," one will say, with an effort to throw out his chest, and then he will sigh and shake his head as his eye turns again to the nuggets on display.

Women even have been seized of the fever for gold. Perhaps the story told by Mrs. Berry, wife of one of the new magnates, is partly responsible. They do not seem to reflect that Mrs. Berry states with emphasis that she will not go back to that barren and inhospitable place. Many women have not only read of the wonderful find, and read it with eagerness, but they, too, have seen the tempting pile of gold.

When the subject is discussed in any chance group, the theories are of course many and most of them merest speculation. Not much attention is paid to the rigors of Klondyke's environment, the difficulty of reaching the placers or the element of uncertainty as to results. The speaker who predicts disaster is put down as a pessimist, or as one who would like to go to the fields and for some reason is unable to do so.

However much views may differ, the interest is so general that there seems to be no exceptions. Whether people are anxious to go, or afraid to go, or don't care to go, still all scan the news to the last detail.

Every day reports are received of men who have suddenly found themselves rich. The men themselves appear, bringing with them clinking sacks of metal. Naturally, people who are short on clinking sacks feel an impulse to acquire some forthwith. So it is that Klondyke is on every lip, and friends greet each other by saying: "Have you caught the gold fever?" or "Going to Klondyke?" Just as in an Eastern heated term the greeting is: "Is it hot enough for you?"

There is every prospect that the interest will be maintained. It cannot well subside until the secrets of the region, far away, hard to reach, bound by frost and buried under snows nearly perpetual shall be finally conquered, and forced to lay bare its ultimate secret.

G. B. Baldwin has made the round trip from San Francisco via Juneau, Chilkoot pass and the lakes to Dawson City, and down the Yukon to St. Michael's. On the trip either way, he says that at this time of the year there is no danger, and at most for people of tough as well as of tender skin only discomfort and inconvenience on account of the myriads of mosquitoes, all of which are active twenty-four hours a day.

"It may seem strange," said he, "that there should be such vast swarms of these insects in such a country; but it is easily explained. All over the surface of the country there is moss fifteen inches to two feet thick. In the winter the larvae of these insects lie buried in the moss, safely protected from the cold under a blanket of snow. When the Arctic summer sun melts the snow, the insects burst upon the world. The mosquitoes are not of the singing kind; they go to work at once.

"In the summer, too, traveling is difficult. On a sled over the snow, a man can pull 400 to 500 pounds, but in the summer one can hardly stagger along with 150 pounds, because the moss is soggy mud and water, and at every step he sinks to his knees. It is for this summer weather that rubber hip boots are essential.

"There has been a good deal of inquiry as to how the summit is crossed without very hard work. Let the man who undertakes the trip from Juneau at this time of year be prepared for a good deal of 'back-tripping.' This is very discouraging work. All the men who take in their year's provisions must expect it. Back-tripping means carrying the supplies in installments. A man

may carry 150 to 200 pounds a few miles; then he must go back for another supply, and so he will really go over some parts of the road five, six or seven times. Some men can get Indians to carry their pack for them over the summit; but with such numbers as are going there will not be enough natives to do the carrying. For those who cannot secure the services of natives, or who cannot afford to pay them, back-tripping is heart-trying. I have seen great, husky men sit down and cry like children over this back-tripping. There are caches along the road and places where the installments can be lodged on the trips from stage to stage. Sheep Camp is one of these places. It is six miles from the summit, and gets its name from the number of wild mountain sheep which gather there at certain periods of the year. This is the last resting place between Dyea and the summit.

"Another well-known place is Stone house, nine miles from the summit. It is a rude, roofless inclosure, built of stone, about 10 feet by 14 feet. A canvas can be stretched on the ground and camp made for the night there. Both these places are on the Chilkoot pass trail. There are three passes from the inlet, at the head of which is Dyea. The Chilkat is on the west, the Chilkoot is in the center and the White or Indian pass is on the east.

"The reason miners have so often gone astray in this Yukon district is that all the usual indications are awry. No man ever looked for placer or quartz mines beneath fifteen inches of moss or eighteen inches of snow, to say nothing of fifteen feet of mud. Now that the fact is known, however, I can state that for twenty miles around Dawson City every available inch of land has been taken up, and the only hope of the prospectors now going there is to get a 'lay' or go to work for wages on some one's claim with the further option of going further afield. Every little creek is a village with the creek as its main street and cabins on each side of the water way."

The schooner James A. Garfield has been chartered by the Alaska Commercial Company to carry a cargo of supplies to St. Michaels. She is on the Merchants' dry dock undergoing a thorough overhauling, preparatory to the voyage.

Every berth on the steamer Cleveland, which sails to-night for St. Michaels, stopping at Seattle, has been engaged, and hundreds of disappointed goldseekers have been turned away. The Cleveland will carry a full cargo of supplies for the miners and will land fully 2,500 tons of provisions at St. Michaels.

Gabriel Cohn is one of the fortunate miners who possesses a ticket to Dawson on

the steamer Excelsior. The ticket cost him \$150 yesterday; \$400 in gold was offered him for the pasteboard, but disdainfully rejected.

A close friend of the Stanleys and Wordens and the owner of a very valuable claim on the El Dorado creek is Frank Phiscator. He is a native of Bodie, Mich. He was never engaged in mining until he heard of the Klondyke strike. Then he rushed to El Dorado creek, all the Bonanza claims having been staked ahead of him. He was the first man to locate on El Dorado, and the records show that he owns claim No. 2. He has taken out of that claim \$96,072. Two men are now working on his claim and he has sent a third from Seattle.

John F. English arrived yesterday from Juneau. He has not caught the mining fever, but has seen many who have, and declares that in Juneau, Sitka and all along the Sound country people are mad as March hares. Mr. English estimates that forty Klondyke miners have brought over \$780,000. He is trying to figure out how much the men who are still in the Yukon territory may bring over, to say nothing of those who are pouring in hoping to strike it rich.

TALES OF GREAT SUFFERING.

GREAT FALLS, Mont., July 23.—Frank Moss, an old-time miner in this section, who four years ago was one of a party of Americans to first visit the Klondike

country, returned to-day and tells a story of horrors and starvation seldom equaled. He describes Klondike as a placer camp, seven miles long and thirteen miles wide, located in a sink, walled in by boulders of rock 3,000 feet high. Gold, he says, abounds, but no ordinary man can stand the hardships of the uncivilized region.

When Moss left here four years ago he was a sturdy fellow, six feet in height. From hardships and privations he is a cripple for life, and badly broken in health. In three years he saw over 2,000 graves made in the Klondike basin, a large majority dying from starvation. The steamship companies bring in all food, and allow no private importation, consequently it is not uncommon to go for weeks with only a scant supply and for days entirely without food.

The gold brought in last week to Seattle, Moss says, does not represent the findings of individual shippers, but a large proportion was confiscated from the effects of those 2,000 miners who fell a prey to the hardships. At the death of a man possessed of dust, his body was buried without a coffin, and the dust divided among those who cared for him. With proper relief established by the Government, Moss says, gold can be taken out at the rate of \$2,000,000 a month.

The richest strike has been made by a twenty-one-year-old boy named George Hornblower of Indianapolis. In the heart of a barren waste known as Boulder Field he found a nugget for which the transportation company gave him \$5,700. He located his claim at the find, and in four months had taken out over \$1,000,000.

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A few months ago Klondike organized a Justice Committee, and its laws prevail there now.

With the great crowds preparing to go to the scene now, Moss says hunger and suffering will be great when added to the other hardships to be overcome by those who survive. Moss returns with \$6,000 in dust, and leaves to-morrow for his old home, in Dubuque, Iowa, where he will spend the remainder of his years.

ROUTES TO THE GOLD FIELDS.

OTTAWA, Ontario, July 23.—Dr. Dawson, C. M. G., Director of the Geological Survey, talked to-day to a NEW YORK TIMES correspondent as to the best route into the Yukon country. "The first road," said Dr. Dawson, "used by miners, a good many years ago, in reaching the Yukon, was from the head of the Lynn Canal and over the Chilkoot Pass, down the Lewis River. This was an old Indian road of travel, and was well known to the natives. It is still used by the miners, but it is doubtful whether it eventually will prove to be the best permanent road, because of the height of the pass and other drawbacks.

"A road is, I believe, being opened across the mountains by the White Pass, a considerable distance further south and of very much lower altitude. This seems likely to prove a road of permanent value. Another road has been used from Chilkoot also at the head of the Lynn Canal, and known as the Dalton Trail. By this trail a few horses and cattle have been driven across overland to the Yukon. There is still another road for which a charter was given last year by the British Columbia Legislature, from Lynn Creek, Stickeen River, to Teslin Lake, from which the navigation is uninterrupted to the mouth of the Yukon for stern-wheel steamers.

"Of course, the easiest road at present, though by far the longest, is by steamer to the mouth of the Yukon River. Stern-wheel steamers can then be used.

"All these roads are only used in Summer. Only an occasional adventurous man has ever traveled any of them by Winter, but whatever road first permanently organized for Winter and Summer will have the best opportunity of becoming the permanent one.

"At the present time," continued Dr. Dawson, "it is therefore easy to get into the country, but toward Autumn it becomes practically impossible to get out, and, as provisions are limited, there will be danger of people starving, should there be a big rush into the country of people who have made no provision for the Winter."

YUKON DEPOSITS FOUND LONG AGO.

The discovery of gold in Alaska, and especially along the Yukon and its tributaries, is no new thing. For years it has been known that gold was in the country, and for nearly twenty years prospectors and miners have been finding it in paying quantities. The recent discoveries of extraordinarily rich deposits of gold in the Klondike only prove

that the miners are getting nearer to the bottom, or gold-bearing soil and sand; that their means of working the placers are improved, and that the prospecting has been of a more thorough character than formerly.

In the atlas published by Rand, McNally & Co. in 1892 an article on Alaska, under the caption "Mineral Wealth," says:

"It is probable that gold exists through nearly all Alaska. It has been found on the bars of the Yukon, its principal and smaller tributaries and on other rivers, and also in the quartz rock. The first mining camp of any importance was located in 1876 at the mouth of the Stikine River. The next discovery of importance was made in 1880, in the vicinity of the present town of Juneau. Quartz mines have been worked for several years at a number of points, and in some cases with good results.

"The shortness of the working season and the great difficulty of getting supplies have interfered with placer mining. Successful operations are carried on along the Koyukuk River, prospectors reporting several thousand dollars' worth of gold secured on this tributary during the past two seasons. Anvik, at the mouth of this river, is the first point on the Yukon where actual operations are in progress.

"On the Tanana several camps are in existence, and between \$7,000 and \$8,000 worth of gold has been shipped from this vicinity within the past two seasons. From the mountain ranges, lying between the Yukon and the Tanana, several small tributaries enter the main stream, along whose course prospectors have met with good results.

"The most productive of these streams on which bar diggings are now being worked is Forty-Mile Creek, from which the greater part of the shipments from this district are obtained. The annual output of the district for the past six or seven years has averaged from \$50,000 to \$60,000. During the season of 1890 new bars were discovered in what is known as Lady Franklin's gulch, and it is claimed the discovery will increase the above amount by at least one-half.

"Many indications of precious metals have been found along the upper courses of the Kuskokwim River, among which were several veins of cinnabar.

"The total value of the gold extracted during 1880-89 is set down at \$3,787,000, the annual production of gold dust and bullion being now \$700,000.

Silver has also been found in the territory, but it is a question whether the ores are rich enough to bear the expense of shipment to San Francisco for reduction. There are copper deposits, but little is known as to their extent or richness. Veins of lignite coal, of fair quality, have been found and worked to meet local needs. There is no present likelihood that this mineral will become an article of export."

TO VISIT THE GOLD FIELDS.

The gold fever in this city seems to grow more rampant every day, and the daily papers show advertisements in abundance calling for volunteers to go to Klondike, or for persons willing to risk capital in an expedition to that region. One adventurer calls for 200 able-bodied men, each with \$500 to contribute, to charter a steamer and purchase supplies for the proposed trip. Another offers his services as engineer, and a third, an "energetic young man," earnestly begs some interested "lady or gentleman with capital" to send him to Alaska on any terms.

Harry W. Lamplugh's friends were still discussing their project to go at his home, 227 Tenth Avenue, last night, and it is possible that the Alaskan Winter may find them prospecting.

The Board of Home Missions of the Presbyterian Church expects an early report from the gold country, through the Moderator of the General Assembly, the Rev. Dr. Sheldon Jackson, the missionary, who has recently sailed for Klondike on the United States revenue cutter Bear. Dr. Jackson is the Government agent of the Bureau of Education for Alaska, and his previous work has taken him into every part of the country. He was instrumental in introducing reindeer in Alaska.

This year, before any rumors of gold discoveries reached the United States, he determined to visit the Yukon country, because he was expecting reports of a mining boom there. He wanted to get the facts for the Government, and to learn the possibilities of raising the Church standard in the gold country. The Presbyterian Home Board stands ready to follow up his recommendations by sending missionaries into the district, if needed, as fast as provision can be made for them. A down-town broker announced yesterday that he was ready to consider offers on an option on four of the most promising claims in the Klondike gold field. One of the claims has so far yielded \$130,000.

RUSHING NORTH FOR GOLD.

HUNDREDS BOOKING PASSAGE BY EVERY SHIP.

Wild Talk by a Canadian Official About Plundering Foreign Miners—American Threats to Drive Out the Officials, Hoist the Flag, and Declare a United States Territory.

SAN FRANCISCO, July 23.—Political trouble on the Klondike is pretty sure to be bred this winter by the Canadian Government, which is smarting under the rates proposed in the Dingley bill, and is bound in some way to check the flow of gold from placers to this country. Nineteenths of the miners who have made rich strikes on the Bonanza and Eldorado creeks have been Americans, and they have brought their gold to this city. This has caused deep resentment among the Canadian officials. They probably will attempt to enforce new alien labor laws.

A scheme which is sure to provoke violent resentment was detailed by Capt. Strickland, late commandant of the mounted police on the Klondike, on the passage down from St. Michael, to William Stanley, an American miner, who arrived here to-day by way of Seattle. Stanley was in partnership with three other men, and he took out \$112,000 from a claim on Eldorado Creek in ninety days. Stanley said to-day:

"Nothing has made me so hot in years as the talk of Capt. Strickland of measures which the Canadian Government would adopt next spring to secure control of the millions of gold from the Klondike. He said the plan which he had already suggested, and which the Dominion Government was inclined to favor, provided they had a large enough police force to be assured of carrying it out, was to pass a law prohibiting the export of gold except by Dominion officials. The gold dust brought in by the miners of all nationalities would be carefully weighed by officials of the Canadian Government appointed for the purpose, and fixed value would be placed on the metal, according to assayers' estimates, and this value would be paid in money of only local value.

"Strickland did not explain the exact nature of this cat money or scrip, but he said it would be revised so that the miners should leave most of their wealth in that territory. I told him such law could provoke revolution, but he said Canada would have a large enough force to suppress any revolt and that the large number of Canadian miners who came in this winter would assist the authorities."

Stanley added that he had talked with several American miners who owned valuable claims on the Klondike, and they all declared that if the Canadians attempted to dictate any terms about the sale or export of gold there would be a miners' meeting and the whole batch of officials would be shipped out of the Territory, the American flag would be run up, and the new Territory of Klondike organized. Stanley added:

"I believe Eldorado Creek is the richest place on earth just now, though there's no telling what other districts, even richer, perhaps, may be opened up on the K'on'ik. Everything that's been said of the place is true and the half has not been told. I made a careful estimate of the wealth on Eldorado Creek, at a low average of \$600 a square foot, and the total amounts to \$27,000,000. Every foot of ground on my claim that was worked yielded three times this average, even though we lost much fine gold by our crude processes."

Every day brings new evidence that the Government will be called on to bring stranded prospectors out of the Yukon this winter or else send them food. Hundreds will not wait till spring, but are making arrangements to go to St. Michael by steamers or sailing craft and then take chances of getting transportation up the river. These will be stranded at St. Michael without proper supplies of food, and unless aided by the Government they probably will starve. The Alaska Commercial Company cannot afford to deplete its stores at St. Michael to help these people whom it is warning to stay away, as all supplies will be needed for the Klondike.

The steamer Cleveland, which runs between this point and the Sound, has been chartered by the North American Transportation and Trading Company to go to St. Michael and will sail to-morrow. She will stop at Seattle for supplies and to take on hundreds of passengers already booked from that port for St. Michael.

The company agrees to carry miners booked at Seattle to the Yukon, but those booked here are not certain they will reach St. Michael unless another steamer can be chartered at Seattle. Hundreds of prospective gold seekers are going on the Cleveland, and while they may reach the gold fields eventually, they are not likely to do so by means of the Cleveland, for she will be again placed on her run to the Sound just as soon as she returns from St. Michael.

There is hope that should the miners eventually reach St. Michael this season before the river freezes they may go up on one of the new steamers that will be put on the Yukon soon by the Northwestern Trading Company. Two of these are on their way there now from Seattle. Despite the lack of facilities by way of St. Michael, the rush goes on, and hundreds are going from this city with only slight prospects of reaching the Yukon this season.

PORTLAND, Or., July 23.—The Queen sailed this morning for Alaska with 413 passengers, 163 of whom were from Seattle and neighboring places, bound for the gold fields of the Klondike. The other 250 were Christian Endeavorers, bent on pleasure among the glaciers.

SEATTLE, July 23.—The departure of vessels from this port with gold seekers, while almost of daily occurrence, continues to attract thousands to the docks, and the crowd was greater on the departure of the Queen this morning than on any previous occasion. It is announced this afternoon that the steamer Wilamette, one of the largest vessels on the coast, will be placed in the Alaska trade, and will begin booking freight and passengers in a few days. The Mexico is now at the Ocean dock receiving Alaska freight. She will sail Sunday with 175 passengers.

Notable changes are being made by many who are taking the inland route. Dogs have been discarded and horses substituted. Instead of waiting to whipsaw lumber and construct boats for passage down the chain of lakes, some are using boats suitable for the purpose, these having been put up in "knock-down" style. Thus five to ten days' time is saved. White's Pass is also being selected instead of Dyea Pass by reason of many advantages possessed by it over the old route.

The public press having repeatedly warned the gold seekers of the necessity of going well provisioned, nearly all the hundreds who have departed are supplied abundantly for eight to twelve months. It is the purpose of the most experienced prospectors now leaving here to avoid the Klondike and its tributaries and to devote their attention to the streams known to be almost equally rich, but not so fully staked. Stewart River, with its 400 miles of comparatively unprospected country, is the objective point of many. Up to the present, the greater portion of those going to the Klondike have been from Seattle and its vicinity, but the city is now filled with strangers from every section, busily engaged in outfitting, and Seattle, always regarded as a busy city, never was so lively as now.

TRANSIT TO THE KLONDIKE.

Facilitated by an Order Making Dyea a Sub-Port of Entry.

WASHINGTON, July 23.—One woman who has penetrated the Klondike region and has done her share of panning gold is Mrs. Wilson, the wife of an agent of the Alaska Commercial Company. In an official report to Capt. C. F. Shoemaker, Chief of the Revenue Cutter service, Capt. C. L. Hooper, commanding the Behring Sea patrol fleet, mentions Mrs. Wilson, and gives some additional details about rich finds of the precious metal. Capt. Hooper's report is dated Unalaska, July 5. He says:

"The steamer Excelsior arrived on the evening of the 4th from St. Michael, and leaves this evening for San Francisco. The Excelsior has on board about forty miners from the Yukon district and \$500,000 in bullion. She brings wonderful accounts of rich discoveries in the Klondike or Reindeer River, where fortunes are being made in a few weeks. According to these reports, nothing has ever been discovered on the continent of America approaching it in richness.

"The Klondike is a tributary of the Yukon, a few miles from Forty Mile, and is wholly within Canadian territory. Gold was discovered last fall, and during the winter attracted miners from all directions. It is said that over 2,000 men are located at Dawson, the principal town, while Circle City, Forty Mile, and other places are nearly deserted. Owing to this sudden influx of people provisions were high, but so far as I can learn there was no actual suffering.

"Of the forty passengers on board the Excelsior returning from these mines it is said none have less than \$3,000 and some have as high as \$50,000. Others who have made their pile are coming on the steamer Portland, expected here in a few days. Two packages of coarse gold, one containing \$120 and one \$130, are shown as the result of washing one pan of dirt, each by a Mr. Wilson, agent of the A. C. Company, and his wife. The principal mines are on the Bonanza and Eldorado creeks, small branches of the Klondike, and extend in the aggregate sixteen to eighteen miles, being the bed of the river. These claims can be worked only in the winter, when the subsoil is frozen. The pay dirt is melted by fire built in the shaft and the gold, extracted by the usual washing out process. A claim is 500 feet in the direction of the river and from bank to bank, provided it does not exceed 666 feet. The

cost of recording a claim is \$15 and the yearly rental \$100. Claims have been sold as high as \$50,000, and a still higher price has been refused for others."

Secretary Gage had a consultation with the President to-day about the application of the British steamer Islander of Victoria, British Columbia, to land miners and goods intended for the Klondike at Dyea a small port in

Alaska, at the head of navigation on the route to the Yukon frontier. As a result of the talk the Secretary decided not to grant the application, but issued an order designating Dyea as a sub-port of entry in the district of Alaska, which amounts to the same thing. If the application had been granted it would have been necessary in all cases of vessels clearing for Dyea to give a special permit to the Deputy Collector of Customs at Juneau for each vessel. Now all vessels may land their passengers and cargoes there. The owners of the Islander wanted permission to land at Dyea to save passengers the annoyance of disembarking at Juneau, fifty miles distant, and awaiting another steamer for Dyea.

Under the order designating Dyea as a sub-port, British and other foreign vessels have the right to unload there. Secretary Gage's action was taken under the authority of the act of March 16, 1896, which authorizes the Secretary of the Treasury to establish sub-ports at the places in Alaska he may deem proper. Some objection was made by Congressmen from the Pacific coast to the granting of the application, as it would allow Canadian vessels to secure advantage of the increased carrying trade to the Yukon on account of the Klondike discoveries.

TELEGRAPHS TO THE KLONDIKE.

Wires to Be Laid in a Cable Which Will Be Strung Along the Ground.

SAN FRANCISCO, July 23.—Next year there will be telegraph communication with the Klondike. Local capitalists to-day filed the articles of incorporation of the Alaska Telegraph and Telephone Company. The scheme is to run a telegraph line from Juneau to Dawson City over the trail by way of Chilcoot Pass and down along the shore of lakes and rivers. No poles will be used. Both telegraph and telephone wires will be laid inside of a big cable, which will rest on the surface of the ground. Of course, during the greater part of the year it will be covered by snow. The method of covering the cable will be the same as with the ocean cable. From Dawson branches will be built to Circle City and Forty Mile. Agents will be established every fifty miles to provide for messages along the route and to make careful daily inspections of the cable.

CANADA AND THE KLONDIKE.

New Mining Regulations to Be Considered by the Cabinet Monday.

OTTAWA, Ont., July 23.—Clifford Sifton, Minister of the Interior, made this statement to-day with reference to the rush to the gold mines of Yukon:

"I think it only proper to say that any person who contemplates going into the Yukon territory should make very careful inquiries as to the length of time it will take to go and as to the means he will have of sustaining himself after he gets there. The shortest time within which communication has been had with Fort Cudahy is six weeks, and that took place under the most favorable circumstances. The amount of provisions that can be taken into that country at the present moment is extremely limited, and if any considerable number of people go in without making special provisions for their maintenance this fall, there is very likely to be starvation during the coming winter. One thing ought to be clearly understood, the Government cannot assume any responsibility whatever for getting in provisions into that country to supply any people who may go in there in consequence of the gold excitement and who may find themselves short of food. The difficulty is largely one of transportation, and no means exist of overcoming this difficulty during the present season."

An informal meeting of the Cabinet took place to-day, at which the Klondike situation was discussed. The question of making some provision for the opening up of the Yukon country was considered. Strong representations had been received to the effect that large quantities of United States goods were being landed and pushed through to British territory no duty had been paid.

It was decided to order two customs officers from Victoria to establish stations on the other side of the summit at the head of the Lynn Canal. Arrangements will also be made to enable Canadian boats from Victoria to report at Juneau and take up their loads to the head of the canal for transport through the passes.

The strengthening of the police force on the frontier, the establishment and manning of additional police posts, and the striking of a trail through Canadian territory between the links in the chain of communications between Edmonton and the Klondike were talked over, but no action will be taken until next Monday's meeting of the Cabinet, at which alterations in the mining regulations will also be considered and adopted.

Even a Collier Is Now Being Pressed Into the Service.

THE CLEVELAND HUSTLES OFF OVERLOADED.

Transportation Utterly Inadequate to the Rush—A Digest of the Dominion Mining Laws — Rein-deer Too.

So great is the rush from here to the coast, to see how they are adapted to the needs of the mining population.

RUSH FOR JUNEAU.

"I'll give you \$25 advance on your

Wagon-load after wagon-load of mattresses were sent down from the California Furniture Company, and wagon-load after wagon-load of fresh and dried fruits, canned goods and fresh meat kept pouring down until darkness fell on the scene. Some of the room intended for passengers was absorbed, and on the starboard side of the vessel two cold-storage boxes were built. In these meats and vegetables were packed and in consequence some of the 150 booked from Seattle will have to sleep against the smokestack.

The fortunate few who have secured cabin accommodations will fare all right. In fact, as far as the commissariat part of the vessel is concerned everybody will fare well, as the larder is fully supplied and everything is of the best. Still the Cleveland is a very narrow ship and the sleeping accommodations are bound to be skimpy.

Almost everything has been removed from the main deck and wherever possible a berth or hammock has been placed and so long as the miners can get a place to lay their heads they don't care as long as the steamer is headed for Dawson City.

The Umatilla, the crack boat of the Pacific Coast Steamship Company's line, leaves this morning for the sound. She connects at Port Townsend with the same company's City of Topeka, and will have on board when she leaves the dock fully 300 passengers for Juneau. Every berth on the City of Topeka has been sold, and neither love, money nor influence can persuade Goodall, Perkins & Co. to issue another ticket. Many miners have bought tickets by the Umatilla for Port Townsend on the off chance of getting a passage on the Topeka, but nothing but an iron-clad order from the agents here will allow anybody aboard that vessel at any of the sound ports.

Failing to secure passage on the Umatilla the crazy crowd turned their attention to the George W. Elder, which is to leave Astoria in a few days. In a few minutes every passage was gobbled up,

After dispatching the vessel on its departure of the vessel to lay in extra supplies and extra bedding.

Private parties day. "Teddy" (Loom and restaurant; George Knox Jr. and "Harry" Langhration and will sdyke.

The side-wheel for the North Pacific Coast Railroad, on the freight route, is a staunch sea boat, and more seaworthy than the H. C. Grady, now on her way here from Astoria. The chances are that she will be purchased and that a band of Sausalito boys, headed by those named, will put her in commission and start for Dawson City.

The steam schooner Noyo is to start for Dyea via Juneau next Sunday. She has accommodations for 200 passengers, and so far 150 have booked. In the event of the rush keeping up, the Bessie K will be put on the route to follow the Noyo.

Herriman & Mills, the stevedores, are figuring on sending a schooner to St. Michaels. Should they decide upon the venture, a small steamer to carry the passengers direct to Dawson City will be taken as part of the deckload of the schooner.

The gasoline schooner Chetco is being got ready for her trip to the north. Captain Swan, who will go in command of her, says that they will have no difficulty in reaching Dawson City, and that the chances are that on the return trip she will bring the first news from the new El Dorado.

Great indignation is felt over the action of the Secretary of the Treasury in making Dyea a sub-port of entry. This action means that British vessels are now on an equal footing with American vessels in American waters. The Canadian Pacific Navigation Company, through its manager, Captain J. Irving, asked permission to carry a United States customs inspector from Victoria, B. C., to Dyea. This privilege was asked for to facilitate the transportation of passengers and merchandise from British to American soil. The request was more than granted. Dyea is now a sub-port of entry and now British vessels have all the facilities and all the protection accorded an American ship in the bay of San Francisco. As a result of this ruling the steamer Islander will leave Victoria, B. C., on the 28th inst., for Dyea with 500 miners who would under any other circumstances have taken an American steamer from either Seattle, Tacoma or Port Townsend.

The steamer Cleveland left last night at half-past 10. Among the passengers on board bound for the goldfields were: George Puiver, Westlake, R. J. Nickson, O. F. Jensen, H. Jensen, L. Jensen, E. P. Harrison, Lampart, H. Williams,

ing for cargo the Pacific Colliery will put the berth, and will dispatch the 30th inst.

are now the order of the Osborne of the Ferry saloon; George Birdsell, his chief assistant; George Knox Jr. and have formed a close corporation at once for the Klondike.

ler Tiger, that for years for the North Pacific on the freight route, is a and more seaworthy than the H. C. Grady, now on her way here from Astoria. The chances are that she will be purchased and that a band of Sausalito boys, headed by those named, will put her in commission and start for Dawson City.

The Pacific Coast Steamship Company has three boats which will leave for the North within the next week. This morning the Umatilla sails for Port Townsend, where she will connect with the City of Topeka, which leaves for Juneau July 28. She carries 250 passengers and is taxed to her utmost capacity.

On the 27th the State of California takes 250 passengers to Portland for the special Alaska steamer George W. Elder. The City of Puebla, leaving here July 30 for the Sound, meets the Al-Ki, which departs for Juneau and Dyea about August 2. She is built for 220 passengers and the list is full already.

The company has several boats in dry-dock which are being overhauled with the intention of putting them in shape to make the trip to Alaska. It is not known when they will be in condition to start.

Every mail brings letters from all over the country asking for particulars. Telegrams have been received from Tennessee, Texas, New York and Arizona. A New York man wired the Pacific Coast Steamship Company to save him a berth. A woman writes to know the elevation and population of Juneau and if it is advisable for a healthy woman to make the trip. Here is a letter received from a doctor:

Can you tell me what the chances are for a first-class physician and surgeon in the interior of Alaska? Also, how many doctors there are in Juneau?

When will the next steamer leave and what is the fare?

One man is negotiating with the company to take ten goats with him, while quite a number are going to take dogs to draw sleds, though it is claimed that dogs not used to the climate would be useless in the north.

At the offices of the Alaska Commercial Company inquiries for passage have almost ceased, as it is now generally understood that there are no more tickets to be sold for the Excelsior. The company will not give out the exact number of people to go in its boat, but there will be in the neighborhood of one hundred, exclusive of newspaper correspondents. The Excelsior is being loaded now with the provisions to be taken up to the company's stores, and they will be all on board by Tuesday.

This is the only boat the Alaska Company will send up this season that will carry passengers. The Bertha will probably start for St. Michael next Saturday, but will take passengers only as far as Unalaska. The reason for not taking them through to St. Michael is that it is feared connections could not be made with the boats for up the river.

The unfortunate ones who have the gold fever but were too late to secure passage on the boats are offering those who secured passage a great deal more for their tickets than they originally cost the owner. None of the lucky ones, however, seem disposed to give up their berths even at the large premiums offered.

They have their minds made up to go to Alaska, and are going. In case one of them should desire to make a transfer of his ticket it would not be permitted by the companies.

THE WHITE PASS TRAIL.

Work on a New Road Over the Range Is Already Well Under Way.

The horrors of Chilkoot Pass will pass away soon because other paths over the coast range to the navigable waters of the interior will be opened. The Stikem River route up that stream and then by rail 150 miles or so to Teslin Lake may possibly be developed next year. Various

6 SPEC

1376 Gates avenue, Brooklyn.

The Stanfords would like some Sunday games with teams offering a reasonable guarantee, and also an offer for the morning of Labor Day. The schedule arranged is as follows: July 24, Newark A. C.; 31, Emeralds, Catholic Protective; Aug. 7, Riverside Field Club; 14, Bay Ridge A. C.; 28, Newark Field Club. Address E. W. Eker, Stamford.

Intending purchasers or new attire will find it very profitable to visit our Dress Goods Department this week, as the following and many other equally desirable lines are offered at extraordinary low prices.

At \$3.50 A Suit.

NEW SCOTCH CHEVIOTS, plain mixtures and all wool, in the early fall colorings.

At \$4.50 A Suit.

ALL-WOOL BLACK SATIN ROYAL DRESS GOODS, in fifteen different designs. Extra value at \$6.00.

At \$7.50 A Suit.

ALL-WOOL DRAP DE VENISE DRESS GOODS, in all the new fall coloring. Extra fine quality. Good value for \$10.50 a Suit.

At \$5.25 A Suit.

SILK AND WOOL OTTOMAN DRESS GOODS, in beautiful two-toned effects. This season's novelty. Regular value \$7.50 Suit.

At 65c Yard

"EXTRA SPECIAL."

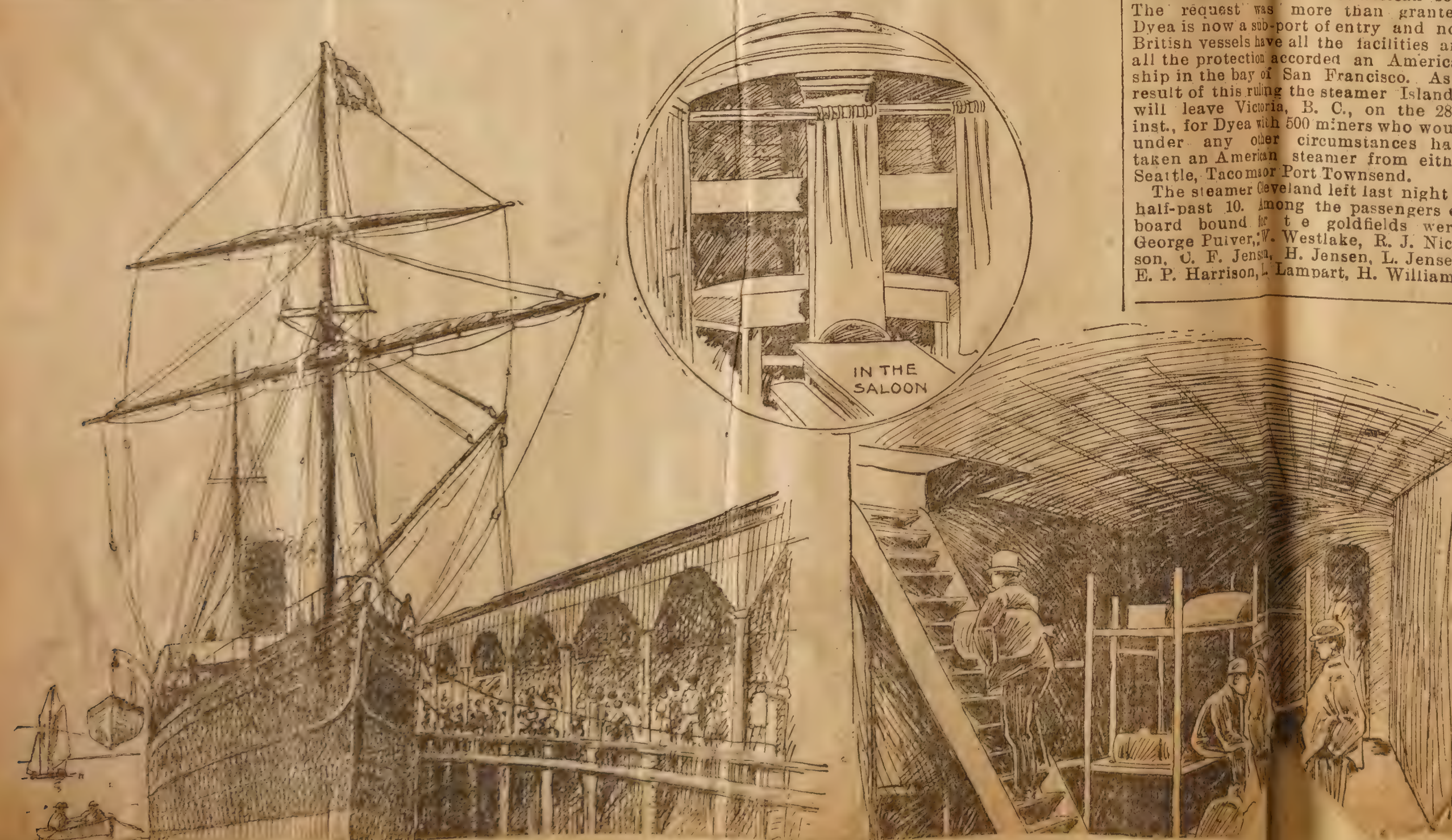
100 pieces of Heavy Quality CHANGEABLE TAFFETA SILKS, in all the newest shades.

At 15c Yard

5 cases GERMAN EIDERDOWN, all the very newest colorings, suitable for wrappers.

LIVINGSTON BROS.,

123 to 129 POST STREET.



sonal observation it seems to be the only natural outlet from the Yukon Valley.

From information gained through Mr. Rice's labors the company now operating on that route has changed its course in some respects from that originally selected.

E. E. Billingshurst, who came down a few days ago from Skagway, says that when this trail is completed the Yukoner may sleigh his outfit over every foot of the way with very little doubling on the route. It is expected that the work will be completed by the 1st of September.

THESE HAVE GOT IT.

The Gold Fever Has Seized a Number of People Across the Bay.

OAKLAND, CAL., July 24.—J. D. Garfield and W. E. Knowles will leave for Seattle to-morrow and will go from there to Juneau by vessel, taking the overland route to the Klondyke. The family of the former remain at their home in East Oakland. Mr. Knowles is an old associate of Clarence Berry and lived at Selma. Quite a party from that place and Fresno will go up, with instructions from Mr. Berry as to points and locations.

Lisle McKee of this city will go with this party.

Dr. J. M. Shannon had made up his mind to go and had made all his arrangements to transfer his practice, but Mrs.

Ho! for Alaska

YUKON AND KLONDYKE

GOLDFIELDS.

STEAMER NOY

Will sail About August 1.

ONLY \$200 For one year's provisions and passage.

All Provisions guaranteed to be First Class. Only 15c per passenger taken. Call quickly for berths and information.

D. J. GRAUMAN, General M'n'gr 19 Montgomery street

OR JOHN S. KIMBALL CO., 22 Market street

Office Will Be Open To-Day (Sunday)

Ely's Cream Balm

Cleanses the Nasal Passages, Allays Pain

PLACER MINING.

Nature and Size of Claims.

For "Bar Diggings"—A strip of land 100 feet wide at high-water mark and thence extending into the river at its lowest water level.

For "Dry Diggings"—One hundred feet square.

For "Creek and River Claims"—Five hundred feet along the direction of the stream, extending in width from base to base of the hill or bench on either side. The width of such claims, however, is limited to 600 feet when the benches are a greater distance apart than that. In such a case claims are laid out in areas of ten acres with boundaries running north and south, east and west.

For "Bench Claims"—One hundred feet square.

Size of claims to discoverers or parties of discoverers:

To one discoverer, 300 feet in length; to a party of two, 600 feet in length; to a party of three, 800 feet in length; to a party of four, 1000 feet in length; to a party of more than four, ordinary sized claim only.

New strata of auriferous gravel in a locality where claims are abandoned, or dry diggings discovered in the vicinity of bar diggings, or vice versa, shall be deemed new mines.

Rights and Duties of Miners.

Entries of grants for placer mining must be renewed and entry fee paid every year.

No miner shall receive more than one claim in the same locality, but may hold any number of claims by purchase, and any number of miners may unite to work their claims in common, provided an agreement be duly registered and a registration fee of \$5 be duly paid therefor.

Claims may be mortgaged or disposed of provided such disposal be registered and a registration fee of \$2 be paid therefor.

Although miners shall have exclusive right of entry upon their claims for the "miner-like" working of them, holders of adjacent claims shall be granted such right of entry thereon as may seem reasonable to the superintendent of mines.

Each miner shall be entitled to so much of the water not previously appropriated flowing through or past his claim as the superintendent of mines shall deem necessary to work it, and shall be entitled to drain his own claim free of charge.

Claims remaining unworked on working days for seventy-two hours are deemed abandoned, unless sickness or other reasonable cause is shown or unless the grantee is absent on leave.

For the convenience of miners on back claims, on benches or slopes, permission may be granted by the superintendent of mines to tunnel through claims fronting on watercourses.

In case of the death of a miner the provisions of abandonment do not apply during his last illness or after his decease.

Acquisition of Mining Locations.

Marking of Locations—Wooden posts, four inches square, driven eighteen inches into the ground and projecting eighteen inches above it, must mark the four corners of a location. In rocky ground, stone mounds three feet in diameter may be piled about the post. In timbered land, well-blazed lines must join the posts. In rolling or uneven localities, flattened posts must be placed at intervals along the lines to mark them, so that subsequent explorers shall have no trouble in tracing such lines.

When locations are bounded by lines running north and south, east and west, the stake at the northeast corner shall be marked by a cutting instrument or by colored chalk, "M.L. No. 1" (mining location, stake number 1). Likewise the southeasterly stake shall be marked "M.L. No. 2," the southwesterly "M.L. No. 3" and the northwesterly "M.L. No. 4." Where the boundary lines do not run north and south, east and west, the northerly stake shall be marked 1, the easterly 2, the southerly 3, and the westerly 4. On each post shall be marked also the claimant's initials and the distance to the next post.

Application and Affidavit of Discoverer—Within sixty days after marking his location, the claimant shall file in the office of the Dominion Land Office for the district a formal declaration, sworn to before the land agent, describing as nearly as may be the locality and dimensions of the location. With such declaration he must pay the agent an entry fee of \$5.

Receipt Issued to Discoverer—Upon such payment the agent shall grant a receipt authorizing the claimant, or his legal representative, to enter into possession, subject to renewal every year, for five years, provided that in these five years \$100 shall be expended on the claim in actual mining operations. A detailed statement of such expenditure must also be filed with the agent of Dominion lands, in the form of an affidavit corroborated by two reliable and disinterested witnesses.

Annual Renewal of Location Certificate—Upon payment of the \$5 fee therefor, a receipt shall be issued entitling the claimant to hold the location for another year.

Working in Partnership—Any party of four or less neighboring miners, within three months after entering, may, upon being authorized by the agent, make upon any one of such locations, during the first and second years but not subsequently, the expenditure otherwise required on each of the locations. An agreement, however, accompanied by a fee of \$5, must be filed with the agent. Provided, however, that the expenditure made upon any one location shall not be applicable in any manner or for any purpose to any other location.

Purchase of Location—At any time before the expiration of five years from date of entry a claimant may purchase a location upon filing with the agent proof that

he has expended \$500 in actual mining operations on the claim and complied with

MINING METHODS.

How They Get the Klondyke Gold in Midwinter.

The mining methods of the Klondyke are very strange and are adapted to peculiar conditions. There the pay gravel happens to lie several feet below the mucky beds of the creeks and must be mined out. At nearly all the other Yukon placers ranged along the river for 300 miles the gold is in surface gravel. In these diggings little or nothing can be done except from about June 15 to September 1, when the water runs.

On the Klondyke the running water prevents mining out the gravel under the creek beds, and so it is all taken out during the months when everything is frozen solid, and when the icy chains break in the short summer the gravel that has been mined is quickly sluiced and the gold cleaned up. Prospecting consists of sinking a shaft to bedrock by the creek by alternately thawing the ground with fires and digging it out. When the bottom is reached the prospector knows more than he did before. If a pan of bottom gravel washed out with water from melted ice shows up rich the claim is worked by tunneling in.

In doing this dry wood is piled against the face of the drift and then other pieces

are thickly set slantwise over them. As the fire burns gravel falls down from above and gradually covers the slanting shield of wood. The fire smolders away and becomes a charcoal-burning. It is when it reaches this confined stage during the night that its heat is most effective against the face of the drift. Next day the miner finds the face of his drift thawed out for a distance of ten to eighteen inches, according to conditions. He shovels out the dirt and if only a part's pay dirt he puts only that on his dump. Thus, at the rate of a few inches a day, he drifting out of the precious gravel goes on with the long winter.

The descriptions by the returned miners show that a hitherto unnoticed peculiarity exists. While much of the gravel just above bedrock is wonderfully rich, the bedrock itself is the richest depository. The bedrock appears to be everywhere cracked and broken up, though evidently yet "in place."

It is thus full of crevices and interstices filled with a clayey gravel, and it is these crevices which yield most richly. "Crevice-icing" is familiar to all placer miners, but this is something strange. There is here a phenomenal multiplication of crevices in bedrock, and they are described as often extending downward several feet.

No specimens of the rock appear to have been brought down, and there is no reliable identification of the rock. This bedrock is so greatly broken up in the way described that no blasting is necessary. It is easily removed with picks and it is simply thrown on the dumps, to be sluiced as the gravel is.

The gold so concentrated in the crevices sticks to the clinging gravel and clay, and is in the residue, which is shoveled out, too, of course.

No one has given the slightest description of the fields as a mining engineer would like to hear it. Inquiry as to whether any "mining expert" had been heard of in the Yukon elicited the reply: "Yes; there is a fellow up there who pretends to know a lot, I believe. That's 'Swift-Water Bill.' I don't know his other name."

PERILS AWAIT THEM.

Dr. Kierulff of Berkeley Says That Klondyke Gold-Seekers Have Much to Contend With.

BERKELEY, CAL., July 24.—Dr. H. N. Kierulff of Berkeley, who claims to be thoroughly familiar with the Klondyke region, having spent two years in Alaska as surgeon of the United States Alaskan Boundary Commission, advises no one to go there unless he has plenty of suitable clothing and provisions as well as \$500 or so in cash upon arrival. In addition he says that it would be the height of folly for a man to attempt the trip unless in sound health and in every way able to withstand the rigor of an Arctic winter. Those who disregard these warnings, he declares, will surely come to grief.

all other prescribed regulations. The price of a mining location shall be \$5 per acre, cash.

On making an application to purchase the claimant must deposit with the agent \$50, to be deemed as payment to the Government for the survey of his location. On receipt of plans and field notes and approval by the Surveyor-General a patent shall issue to the claimant.

Reversion of Title—Failure of a claimant to prove within each year the expenditure prescribed, or failure to pay the agent the full cash price, shall cause the claimant's right to lapse and the location to revert to the crown, along with the improvements upon it.

Rival Claimants—When two or more persons claim the same location the right to acquire it shall be in him who can prove he was the first to discover the mineral deposit involved, and to take possession in the prescribed manner. Priority of discovery alone, however, shall not give the right to acquire. A subsequent discoverer, who has complied with other prescribed conditions, shall take precedence over a prior discoverer who has failed so to comply.

When a claimant has, in bad faith, used the prior discovery of another and has fraudulently affirmed that he made independent discovery and demarcation, he shall, apart from other legal consequences, have no claim, forfeit his deposit and be absolutely debarred from obtaining another location.

Rival Applicants—Where there are two or more applicants for a mining location, neither of whom is the original discoverer, the Minister of the Interior may invite competitive tenders or put it up for public auction, as he sees fit.

Transfer of Mining Rights.

Assignment of Right to Purchase—An assignment of the right to purchase a location shall be indorsed on the back of the receipt or certificate of assignment, and execution thereof witnessed by two disinterested witnesses. Upon the deposit of such receipt in the office of the land agent, accompanied by a registration fee of \$2, the agent shall give the assignee a certificate entitling him to all the rights of the original discoverer. By complying with the prescribed regulations such assignee becomes entitled to purchase the location.

QUARTZ MINING.

Regulations in respect to placer mining, so far as they relate to entries, entry fees, assignments, marking of locations, agents' receipts, etc., except where otherwise provided, apply also to quartz mining.

Nature and Size of Claims.

A location shall not exceed the following dimensions: Length 1500 feet, breadth 600 feet. The surface boundaries shall be from straight parallel lines and its boundaries beneath the surface the planes of these lines.

Limit to Number of Locations.

Not more than one mining location shall be granted to any one individual claimant upon the same lode or vein.

Mill Sites.

Land used for milling purposes may be applied for and patented, either in connection with or separate from a mining location, and may be held in addition to a mining location, provided such additional land shall in no case exceed five acres.

GENERAL PROVISIONS.

Decision of Disputes.

The Superintendent of Mines shall have power to hear and determine all disputes in regard to mining property arising within his district, subject to appeal by either of the parties to the Commissioner of Dominion Lands.

Leave of Absence.

Each holder of a mining location shall be entitled to be absent and suspend work on his diggings during the "close" season, which "close" season shall be declared by the agent in each district, under instructions from the Minister of the Interior.

The agent may grant a leave of absence pending the decision of any dispute before him.

Any miner is entitled to a year's leave of absence upon proving expenditure of not less than \$200 without any reasonable return of gold.

The time occupied by a locator in going to and returning from the office of the agent or of the superintendent of mines shall not count against him.

Additional Locations.

The Minister of the Interior may grant to a person actually developing a location an adjoining location equal in size, provided it be shown to the Minister's satisfaction that the vein being worked will probably extend beyond the boundaries of the original location.

Forfeiture.

In event of the breach of the regulations, a right or grant shall be absolutely forfeited, and the offending party shall be incapable of subsequently acquiring similar rights, except by special permission by the Minister of the Interior.

MANY NEW STEAMERS EMPLOYED

Vessels to Leave Seattle
for the North Every
Second Day.

TRYING TO CARRY ALL
WHO APPLY.

Some Novel Outfits to Be
Taken by Gold-Diggers
to the Klondyke.

ON GOES THE RUSH TO THE
NEW EL DORADO.

From Many Sections of the Coun-
try Come Reports of Parties
Being Organized.

SEATTLE, WASH., July 24.—The Klondyke excitement, so far as this town is concerned, is just one week old to-day, and already enough transportation lines are in the field, with those in existence before, to insure the dispatch of a steamship from here to Dyea every other day. The Mexico sails July 25, the Topeka July 28, the Rosalie July 31, the Al-Ki August 2, the Willamette August 3 and the Queen August 6. By the time the Queen departs the Mexico will be back to load again.

The Rosalie is a large steamer, owned by the Northwestern Transportation Company, which has been on the run between here and Victoria for some months past. She has been chartered by Frank E. Burns, for many years coal agent of the Oregon Improvement Company at this point, and has accommodations for 200 first-class passengers. Mr. Burns has also chartered the steamer Edith, owned by Tacoma parties. The Edith will leave on July 31, but will take no passengers. Her entire cargo will consist of horses, seventy-five being taken up. The Willamette is the latest addition to the fleet.

This is the big collier belonging to the Oregon Improvement Company, but which has been under charter to the Black Diamond Coal Company, carrying coal from this port to San Francisco. The Pacific Coast Steamship Company has succeeded in chartering her and she will go north as soon as she returns from her present voyage to San Francisco. She is billed to sail from here August 3, but will have to turn a livelier wheel than she has done in the past to get back here to make the trip on time, as she does not leave for San Francisco until to-morrow. The other steamers are regular line boats which have been running for some months.

While Dyea is spoken of as the point for which these boats are heading the majority of the passengers will get off at Skagawa, a few miles from Dyea, up another inlet. The pass from Skagawa, called Whites Pass, is now considered better than the Chilcoot, back of Dyea. Whites Pass is lower, much work has been done on the trail and there is wood all along the route, while on the Chilcoot Pass route wood has been carried if packers desire a fire during the night necessarily spent on the trails.

Moran Bros., proprietors of a shipbuilding plant and machine-shop here, closed a contract with a British Columbia syndicate yesterday to build three boats for the Stickeen River. These boats are for a new route to the Yukon which the Canadians are exploiting. The Stickeen River heads in the Cassiar mining district. From the head of navigation on the Stickeen there is now a trail into Dease Lake, at one time a famous mining camp, to which twenty years ago there was a rush similar to that on at present to Klondyke.

From Dease Creek the Canadian Government is building a trail to the Yukon. When completed this will be the Canadian route to the mines, although the Stickeen's mouth is in Alaska. One of these boats will be a stern-wheeler 190 feet long, with a beam of 20 feet; another will be a stern-wheeler 120 feet long, and the third a barge of about 500 tons' capacity. The Morans are to get out all the material here and have it ready to put together, and build the engines and boilers as well. Then the material will be taken to the Stickeen and the boats built and launched there.

Work commenced on the drafts within an hour after the contract was accepted, and the boats will be built as rapidly as it can be done.

The Mexico sails to-morrow with the heaviest passenger-list and most heterogeneous cargo of freight that has ever been on her decks since she was launched. Sixty-eight horses and one solitary burro are stowed in the forward hold. Temporary bunks have been put in between decks to accommodate 100 additional steerage passengers, while her cargo consists of the outfits of those going up on her, averaging about 1500 pounds to the man.

Dozens of boats are among this freight knocked down and ready to be put together when the mountain pass is crossed, which leads over into the Yukon. She will take 350 passengers, very largely from Seattle, although many other places in Washington, and all the other Pacific Coast States are represented aboard.

Among the novelties in the way of outfits are a number of handcarts, in which adventurers expect to transport their supplies over the pass. Two men have a combination cart and sled, with two wheels at the center, a pair of runners and handles at each end. The wheels are to be unshipped when snow is reached.

The scattering of the city's police force by the Klondyke rush has resulted in exhausting the list of eligible under the civil service rules.

The Civil Service Commissioners will call an examination as soon as possible, in order to keep up the force. In the meantime Chief Reed has notified them that he will have fifteen further vacancies on his force within a week. Unless provided with men by the Civil Service Commission he will make temporary appointments at his own discretion.

J. L. Ivy, the newly appointed Collector of Customs for Alaska, arrived here from Portland to-night, and will take passage to his post of duty on the Mexico to-morrow. Half a dozen other Oregonians came in on the same train bound for the gold fields of the Klondyke.

WITHIN OUR TERRITORY.

That Is Where a Great Part of the Northwest Goldfields Will Finally Be Found.

BOSTON, Mass., July 24.—A Washington special says: "A study of the map convinces me that the greater part of the

goldfields of the Northwest will finally be found within the limits of our territory," said a scientific expert of the Government Coast Survey to a correspondent to-day. "I went through Alaska as a member of the boundary commission and am

very familiar with the valley of the Yukon and the surrounding country. The greatest activity in placer mining is now in the British possessions, about forty miles east of the 141st meridian, which is our boundary.

"But if you look at the map and see where gold has been found you will notice that all the lodes seem to lead into Alaska. There is a certain regularity about gold findings. South of the Klondyke in British Columbia is the Cariboo region, which was the scene of a former gold excitement. Then directly east of the panhandle of our Alaska Territory is the celebrated Cassiar country. Here are the headwaters of the Pelly River, and the confluence of the Lewis and Pelly make the Yukon. The richness of the Cassiar country has long been known, and it belongs to the same general trend, geologically speaking, as the Klondyke.

"Whenever the tributaries of these rivers have been prospected gold has generally been found. The Forty-mile Creek, the Sixty-mile and the Birch Creek are instances in point. The headwaters of all of these streams are in a group of mountains, the area of which is probably a thousand square miles. It is mostly unexplored, but largely within the territories of the United States, and it is doubtless rich with gold. Of the country further north we know little as yet. It is entirely likely that placer mining can be carried on through this country for a distance of 500 miles.

"Besides this trend of gold country parallel to the west coast it will be observed that there is another remarkable region west of the Coast range, which converges into the same Alaskan territory. Beginning at Juneau there is a great deal of quartz mining and near that town the largest stamp mill in the world has been built. At Yakutat Bay, right under Mount St. Elias, there is considerable placer mining and at Cooks Inlet and further north still more mining."

LUCK OF A WOMAN.

Mrs. John T. Wills of Tacoma Trying to Hold a Claim Worth a Quarter of a Million.

TACOMA, WASH., July 24.—"Jimmy, the Diver," who used to be known as James McMahon of Old Tacoma, is trying to get something out of his \$65,000 Klondyke stake. Last night he tackled a nickel-in-the-slot machine, raising the limit to 50 cents, and after about three hours' bucking it was found that the machine was nearly \$500 ahead. McMahon returned early in the week, and has been spending his money freely at Old Tacoma resorts every evening since. He likes to be called "Jimmy, the Diver," and all who thus salute him are certain of an invitation to enjoy his hospitality.

A Tacoma woman has struck it on the Klondyke. Mrs. John T. Wills, wife of a locksmith, went to Circle City two years ago and opened a restaurant. When the Klondyke report first reached Circle City she went up and staked out a claim, but she has had some trouble to hold it, although she is confident of succeeding in the end. The claim is worth a quarter of a million.

A letter received to-day from Fred Even at Dawson City says:

"There is a great deal of drinking, and one saloon is taking in from \$1000 to \$1500 per day from the horny-handed miners. There are dancehouses, a sawmill, four stores, two barter-shops, a photograph gallery, three doctors, and every known profession is represented here, and all are after the yellow stuff. There will have to be a great deal of building done before October 1, for there is scarcely a building in town as yet."

The steamer Monte Cristo of Everett will be refitted to run on the Yukon. She will go north early in August.

William E. Everett has been offered propositions to go to the Klondyke by mining men in San Francisco, New York, Denver and Chicago. He will accept one or two offers, in which Californians will be interested, and expects to start north early in August. Mrs. Everett will accompany him and they will probably remain several years.

Dr. Everett firmly believes that several hardpan stratas with rich gold-bearing gravel on top will be found in the auriferous Klondyke streams. He says the Yukon valley is now much higher than in former ages and that gold crushed out of rock by glacial action formed part of the alluvial deposits carried down stream.

CHARTER OF A SCHOONER.

A Party of Eighty Will Sail From San Diego For the Northern Gold Fields.

SAN DIEGO, CAL., July 24.—Harry Robbins, superintendent of Spreckels' wharf, and a party of local capitalists have purchased the schooner General McPherson, now in the Gulf of California, to take a big party of miners bound for the Klondyke placers, to Juneau, Alaska. The McPherson will sail from this port on or about August 15 with eighty passengers and a full cargo of provisions and hopes to arrive at Juneau within thirty days from date.

The rate of passage has been fixed at \$37.50, which also includes payment for 700 pounds of provisions and baggage. Already over forty berths have been engaged. The Klondyke craze seems to grow daily, and many prominent citizens are preparing to depart for the new El Dorado. Among those who have left already is Howard B. Crittenden, a well-known real estate dealer, who will sail Wednesday on the Excelsior. Others are W. A. Basset of the Merchants' National Bank and Edward and Charles Beven, cattle-men. Among those who will leave in three days are Captain W. R. Farnsworth, A. L. Myers, Police Officer Dow, Dr. R. G. Hulbert, Dr. E. J. Pratt, Fred Samborn, C. E. Strehle and others. All are either men of means or are well staked by local backers.

MANY OBSTACLES.

Consequently Some Who Start for the Klondyke Will Suffer Great Hardships.

PORT TOWNSEND, WASH., July 24.—Among the passengers who departed on the Queen yesterday were several residents of this city. In many instances the gold-seekers have sold the last of their possessions for fare and a grub stake, and instead of a merry crowd, the Queen's list was made up of a lot of gloomy, determined men, who have thoroughly studied the hardships and dangers of the Klondyke trip and what ill luck means to them.

Residents here, who have made the trip, say this unprecedented rush will result in a blockade at Dyea, which cannot possibly be raised until spring. The Indians there, utilized as pack animals, are traditionally lazy, and cannot, after accumulating enough money for a debauch, be wheeled or forced into working longer. Neighboring Indians cannot be pressed into service, as the Chilcats, whose home is near there, positively refuse to allow other tribes to do the work.

In 1883, when the first prospectors went over the pass to Lake Linderman, an attempt was made to use Sitka Indians for the packing. A tribal war was nearly precipitated, a Sitka chief and four young bucks being assassinated while the white men comprising the party were forced to barricade themselves in a loghouse until 150 men from Juneau arrived and drove off the Chilcats. As the entire tribe, if

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willing to work, is not capable of packing over the divide the immense outfits now going in, many of the miners will be forced to remain at Dyea, consuming supplies until spring. Many men going in have barely enough provisions for the trip under the most favorable circumstances, so the prospect of much suffering is apparent, even before the fortune-seekers are well started on their journey. An appreciation of this fact is deterring the start of many who were all ready for the journey.

Another setback resulted to-day from the announcement that the Canadian Government has sent officials to the north for the purpose of collecting duties on all goods taken into the Klondyke. As a result of this announcement many poorly provided prospectors have abandoned all hope of going in, but are disposing of their outfits at a profit to others better supplied with funds.

FORM A COMPANY.

Thirty Stockton Men Organize to Secure a Slice of the Klondyke Fields.

STOCKTON, CAL., July 24.—"There will be a stock company formed in this city to exploit the goldfields of Alaska. The project is now quite well under way. There have been several conferences and the organization will take place before long."

The foregoing was given out to-day by a well-known professional man, who is one of the prime movers in the scheme. He did not want his name divulged, and mentioned some of the persons who were interested in it. Soon after the fabulous tales of wealth reached here, with the gold to back them up, there was a good deal of talk. It was not confined alone to men of little means nor to any one vocation. Men of all callings, from the pick and shovel wielder to the professional man, talked of the wonderful finds and of some way to get at them. The outcome of this has been the proposed formation of a stock company here to bring some of the wealth to this city.

The plan of proceeding is to get thirty men together. Each one will put up \$200, making \$6000 in all. The stockholders will not go to the Klondyke region, but will send other responsible men there. There will be a couple of practical miners, and the rest will be men who have a good knowledge of affairs in general. This party will be fitted out with clothing here and enough money given to the head of the expedition to buy the other necessities in Alaska.

C. A. Slack, E. M. Stehley, James G. Murrell, Henry F. Brink and Abe Grunauer of Tracy yesterday formed a co-partnership to send Grunauer to the Klondyke gold region. They will raise \$1000 for the purpose, and what he makes is to be divided with his partners. A berth on the steamer Excelsior has been secured for him.

A Party of Two Hundred.

PHILADELPHIA, PA., July 24.—A party of 200 for the Klondyke is forming here. Each applicant is assessed \$500 to cover transportation and two years' supply of provisions. A large number of employees of street railways have joined the band. As all the regular steamers have been completely sold up to the end of the season the plan for the 200 is to charter a steamer at Seattle to transport them and their provisions to Juneau. They will then be taken through Chilcoot to the head of navigation on the other side of the mountains, where they will be left to raft themselves to the mines. Another party is planning to go to San Francisco and charter a steamer from there to St. Michaels.

Going From Santa Barbara.

SANTA BARBARA, CAL., July 24.—If rumors can be relied on there will be a number of persons leaving here next month and next spring for the Alaska gold fields.

"The Examiner" presents to-day a complete copy of the laws regulating mining operations in the Klondyke gold region. These laws were adopted by the Privy Council of the Dominion of Canada at Ottawa in May, 1897, and are complete to date. They were compiled for "The Examiner" by E. B. Leddy of Seattle.

A perusal of the laws shows that no restrictions are put upon American citizens, but that they may take up claims and operate them with the same freedom that is enjoyed by subjects of the Queen. There are certain forms that must be observed before ownership in claims may be established, and the Gold Commissioner is invested with extraordinary powers. Prospective gold-hunters would do well to peruse carefully the laws and file this page of "The Examiner" away for future reference. This is the first time the laws have ever been issued printed form.

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PRIVY COUNCIL, CANADA.

AT THE GOVERNMENT HOUSE AT OTTAWA, FRIDAY, THE 21ST DAY OF MAY, 1897.

Present—His Excellency, the Governor-General in Council: Whereas, it is found necessary and expedient that certain amendments and additions should be made to the regulations governing "placer mining" established by order of Council of the 9th November, 1889;

Therefore, his Excellency in virtue of the provisions of "the Dominion Lands Act" Chapter 54 of the Revised Statutes of Canada, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the following regulations shall be, and the same are hereby, substituted for the governance of placer mining along the Yukon river and its tributaries in the Northwest Territories in the room, place and stead of those regulations established by order in Council of the 9th November, 1889.

(Signed) JOHN J. M'GEE,

Clerk of the Privy Council.

To the Honorable, the Minister of the Interior.

Regulations Governing Placer Mining Along the Yukon River and Its Tributaries in the North- west Territories. INTERPRETATION.

"Bar diggings" shall mean any part of a river over which the water extends when the water is in its flooded state, and which is not covered at low water.

"Mines on benches" shall be known as bench diggings, and shall for the purpose of defining the size of such claims be excepted from dry diggings.

"Dry diggings" shall mean any mine over which a river never extends.

"Miner" shall mean a male or female over the age of eighteen, but not under that age.

"Claims" shall mean the personal right of property in a placer mine or diggings during the time for which the grant of such mine or diggings is made.

"Legal post" shall mean a stake standing not less than four feet above the ground and squared on four sides for at least one foot from the top. Both sides so squared shall measure at least four inches across the face. It shall also mean any stump or tree cut off and squared or faced to the above height and size.

"Close season" shall mean the period of the year during which placer mining is generally suspended. The period to be fixed by the Gold Commissioner in whose district the claim is situated.

"Locality" shall mean the territory along a river (tributary of the Yukon) and its affluents.

"Mineral" shall include all minerals whatsoever other than coal.

NATURE AND SIZE OF CLAIMS.

1. Bar Diggings: A strip of land 100 feet wide at high water mark and thence extending along the river to its lowest water level.

2. The sides of a claim for bar digging shall be two parallel lines run as nearly as possible at right angles to the stream, and shall be marked by four legal posts, one at each end of the claim at or about high water mark, also one at each end of the claim at or about the edge of the water. One of the posts at high water mark shall be legibly marked with the name of the miner and the date upon which the claim is staked.

3. Dry diggings shall be 100 feet square, and shall have placed at each of its four corners a legal post upon one of which shall be legibly marked the name of the miner and the date upon which the claim was staked.

4. Creek and river claims shall be 500 feet long, measured in the direction of the general course of the stream, and shall extend in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart, the claim may be 100 feet in depth. The sides of a claim shall be two parallel lines run as nearly as possible at right angles to the stream.

The sides shall be marked with legal posts at or about the edge of the water and at the rear boundaries of the claim. One of the legal posts at the stream shall be legibly marked with the name of the miner and the date upon which the claim was staked.

5. Bench claims shall be 100 feet square.

6. In defining the size of claims they shall be measured horizontally, irrespective of inequalities on the surface of the ground.

7. If any person or persons shall discover a new mine, or such discovery shall be established to the satisfaction of the Gold Commissioner, a claim for the bar diggings 750 feet in length may be granted. A new stratum of auriferous earth or grave situated in a locality where the claims are abandoned, shall for this purpose be deemed a new mine, although the same locality shall have previously been worked at a different level.

8. The forms of application for a grant for placer mining and the grant of the same shall be those contained in forms "H" and "I" in the schedule hereto.

9. A claim shall be recorded with the Gold Commissioner in whose district it is situated within three days after the location thereof if it is located within ten miles of the Commissioner's office. One extra day shall be allowed for making such record for every additional ten miles and fraction thereof.

10. In the event of the absence of the Gold Commissioner from his office, entry for a claim may be granted by any person whom he may appoint to perform his duties in his absence.

11. Entry shall not be granted for a claim which has not been staked by the applicant in person in the manner specified in these regulations. An affidavit that the claim was staked out by the applicant shall be embodied in form "H" of the schedule hereto.

12. An entry fee of \$15 shall be charged the first year and an annual fee of \$100 for each of the following years. This provision shall apply to the locations for which entries have already been granted.

13. After the recording of a claim removal of any post by the holder thereof, or any person acting in his behalf, for the purpose of changing the boundaries of his claim, shall act as a forfeiture of the claim.

14. The entry of every holder for a grant for placer mining must be renewed and his receipt relinquished and replaced every year, the entry fee being paid each year.

15. No miner shall receive a grant for more than one mining claim in the same locality; but the same miner may hold any number of claims by purchase, and any number of miners may unite and work their claims in common upon such terms as they may agree, provided such agreement be registered with the Gold Commissioner and a fee of \$5 paid for each registration.

16. Any miner or miners may sell, mortgage or dispose of his or their claims, provided such disposal be registered with and a fee of \$2 paid to the Gold Commissioner, who shall thereupon give the assignee a certificate in form "J" in the schedule hereto.

17. Every miner shall during the continuance of his grant have the exclusive right of entry upon his own claim for the minerlike working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom; but he shall have no surface rights therein, and the Gold Commissioner may grant to the holders of adjacent claims such rights of entry thereon as may be absolutely necessary for the working of their claims, upon such terms as may to him seem reasonable. He may also grant permits to miners to cut timber thereon for their own use, upon payment of the dues prescribed by the regulations in that behalf.

18. Every miner shall be entitled to the use of so much of the water naturally flowing through or past his claim, and not already lawfully appropriated, as shall in the opinion of the Gold Commissioner be necessary for the due working thereof, and shall be entitled to drain his own claim free of charge.

19. A claim shall be deemed to be abandoned and open to the occupation and entry by any person when the same shall have remained unworked on working days by the grantee thereof or by some person on his behalf for the space of seventy-two hours, unless sickness or other reasonable cause may be shown to the satisfaction of the Gold Commissioner, or unless the grantee is absent on leave given by the Commissioner, and the Gold Commissioner upon obtaining evidence satisfactory to himself that this provision is not being complied with may cancel the entry given for a claim.

20. If the land upon which a claim has been located is not the property of the crown it will be necessary for the person who applies for entry to furnish proof that he has acquired from the owner of the land the surface right before entry can be granted.

21. If the occupier of the lands has not received a patent therefor the purchase money of the surface rights must be paid to the crown, and a patent of the surface rights will issue to the party who acquired the mining rights. The money so collected will either be refunded to the occupier of the land when he is entitled to a patent therefor, or will be credited to him on account of payment for land.

22. When the party obtaining the mining rights cannot make an arrangement with the owner thereof for the acquisition of the surface rights it shall be lawful for him to give notice to the owner or his agent, or the occupier to appoint an arbitrator to act with another arbitrator named by him in order to award the amount of compensation to which the owner or occupant shall be entitled. The notice mentioned in this section shall be according to form to be obtained upon application from the Gold Commissioner for the district in which the lands in question lie, and

shall when practicable be personally served on such owner or his agents, if known, or occupant, and after reasonable efforts have been made to effect personal service without success, then such notice shall be served upon the owner or agent within a period to be fixed by the Gold Commissioner before the expiration of the time limited in such notice. If the proprietor refuses or declines to appoint an arbitrator, or when, for any other reason, no arbitrator is appointed by the proprietor in the time limited therefor in the notice provided for by this section, the Gold Commissioner for the district in which the lands in question lie shall, on being satisfied by affidavit that such notice has come to the knowledge of such owner, agent or occupant, or that such owner, agent or occupant wilfully evades the service of such notice, or cannot be found, and that reasonable efforts have been made to effect such service, and that the notice was left at the last place of abode of such owner, agent or occupant, appoint an arbitrator on his behalf.

23. (a) All arbitrators appointed under the authority of these regulations shall be sworn before a Justice of the Peace to the impartial discharge of the duties assigned to them, and they shall forthwith proceed to estimate the reasonable damages which the owner or occupant of such lands according to their several interests therein shall sustain by reason of such prospecting and mining operations.

(b) In estimating such damages the arbitrators shall determine the value of the land irrespective of any enhancement thereof from the existence of mineral therein.

(c) In case such arbitrators cannot agree they may select a third arbitrator, and when the two arbitrators cannot agree upon a third arbitrator the Gold Commissioner for the district in which the lands in question lie shall select such third arbitrator.

(d) The award of any two such arbitrators made in writing shall be final, and shall be filed with the Gold Commissioner for the district in which the lands lie.

If any cases arise for which no provision is made in these regulations the provisions of the regulations governing the disposal of mineral lands other than coal lands approved by his Excellency the Governor in Council on the 9th of November, 1889, shall apply.

Form "J"—Certificate of the Assignment of a Placer Mining Claim.

No. _____

Department of the Interior.

Agency _____ 18—

This is to certify that (B. C.) has (or have) filed an assignment in due form dated _____ 18— and accompanied by a registration fee of two dollars, of the grant to _____ (A. B.) of _____ of the right to mine in _____ (Insert description of claim.) for one year from _____ 18—.

This certificate entitles the said (B. C.) to all rights and privileges of the said (A. B.) in respect of the claim assigned, that is to say, the exclusive right of entry upon the said claim for the minerlike working thereof and the construction of a residence thereon, and the exclusive right to all proceeds therefrom for the remaining portion of the year for which the said claim was granted to the said (A. B.), that is to say, until the _____ 18—.

The said (B. C.) shall be entitled to the use of so much of the water naturally flowing through or past his (or their) claim, and not already lawfully appropriated, as shall be necessary for the due working thereof and to drain the claim free of charge.

This grant does not convey to the said (B. C.) any surface rights in said claim or any rights of ownership in the soil covered by the said claim, and the said grant shall lapse and be forfeited unless the claim is continually and in good faith worked by the said (B. C.) or his (or their) associates.

The rights hereby granted are those laid down in the Dominion Mining Regulations, and are subject to all provisions of the said regulations, whether the same are expressed herein or not.

Gold Commissioner.

Form "I" Grant for Placer Claim DEPARTMENT OF THE INTERIOR.

Agency 18..

In consideration of the payment of the fee prescribed by clause 12 of the Mining Regulations of the Yukon river and its tributaries by (A. B.) accompanying his (or their) application No. dated 18.., for a mining claim in (here insert description of locality), the Minister of the Interior hereby grants to the said (A. B.) for the term of one year from the date hereof the exclusive right of entry upon the claim (here describe in detail the claim).

Granted for the minerlike working thereof and the construction of a residence thereon, and the exclusive right to all the proceeds derived therefrom. That the said (A. B.) shall be entitled to the use of so much water naturally flowing through or past his (or their) claim and not already lawfully appropriated as shall be necessary for the due working thereof, and to drain his (or their) claim, free of charge.

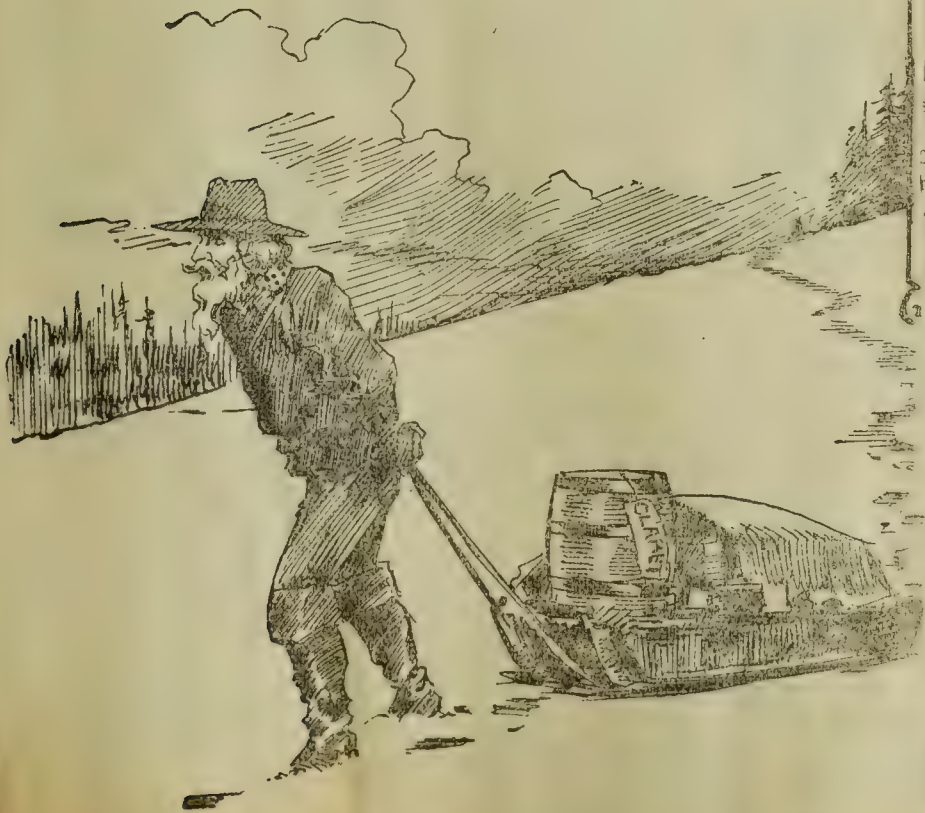
This grant does not convey to the said (A. B.) any surface right in the said claim or any right of ownership in the soil covered by the said claim, and the said grant shall lapse and be forfeited unless the claim is continuously and in good faith worked by the said (A. B.) or his (or their) associates.

The rights hereby granted are those laid down in the aforesaid mining regulations and no more, and are subject to all the provisions of the said regulations, whether the same are expressed herein or not

Gold Commissioner



NATIVE OWNERS OF THE CLONDYKE GOLD



JUAQUIN MILLER
as he will go from JUNEAU to the
MINES.

Prosperity Reigns in Southern Alaska.

An "Examiner" correspondent, writing from Juneau, says:

A more picturesque situation than Juneau has would be difficult to imagine. It lies at a turn in the Gastineau channel, which here narrows until it seems to be a mere lake, about five miles long by three-quarters broad, surrounded by steep, snow-tipped hills running up 1,500 or 2,000 feet. Tucked away at the foot of a canyon which breaks the eastern line of the hills, Juneau manages to keep a footing on about half a square mile of tolerably level ground. To expand north, east or south she must take an elevator and climb the mountains; on the west she already wets her feet in the clear waters of the channel.

Two thousand miners have gone to the Yukon there this spring and more are going.

Money is plentiful in Juneau. Order is well observed and municipal government does not exist. True, gambling is frequent and open, but it is not unlawful, for there is no law against it in Juneau. Owing to shameful neglect by the Federal Government, the people are unable to organize themselves into a municipality or to do aught for their betterment. The majesty of the United States is represented by one Federal Commissioner, one Deputy Marshal and a broken-down tug, 160 miles off, at Sitka. Should there ever be a serious outbreak of the small disorderly element in Juneau it can be suppressed only by lynch law and a Vigilance Committee. The Federal Government will do nothing to ameliorate this state of things, and even debauches public sentiment by licensing the prohibited liquor traffic. Whisky is sold openly, but I saw no drunkenness in Juneau and no one can walk the streets without noticing that

the inhabitants as a class are quiet and well behaved.

Now, a word in more detail as to the Yukon. That gold is there and in paying quantities is pretty well established. The problems for the gold-seeker are: What will it cost me to get at it? and How do I get there? Upon these points I shall endeavor to furnish some reliable information for would-be prospectors.

In the first place, no man should venture into the Yukon who has not an iron constitution and who has not the will-power to endure infinite present discomfort and hardship for the sake of possible future gain. Lacking either this physical or this moral quality, he is pretty sure to go down in the struggle; he will never see home and friends again, but will remain wrapped in the white shroud of the silent north. Nor will physical strength and moral power combined be enough for him; a man may start for the Yukon with both of these and get no further than the dock at Juneau. He must have money for an outfit, and the more money he can put into this outfit, the better his chance of success when he reaches the gold fields. I have heard various estimates of the amount needed for a season's outfit. Some put it as low as \$300, others as high as \$1,000. Judging by transportation charges and prices of merchandise at Juneau, I believe the latter figure to be a truer estimate than the former.

The journey from Juneau to the gold fields takes from six to ten weeks; the journey is best begun in February or March. True, the cold is frightful then, but the snow begins to melt from the mountains in April, and with that gone and sledding impossible, the difficulties of transporting an outfit are infinitely increased.

The man with money can hire Indians to pack his outfit, and so greatly lighten the burden of the journey; the man who packs everything himself may easily exhaust his strength before he reaches his journey's end.

A rush to the gold fields; partial relief from the congested industrial conditions; new activity in Pacific Coast commerce; the bringing of millions of dollars into circulation; a general development of the great Alaskan territory.

These are the chief results expected from the placer discoveries on the Klondyke. The first two results seem close to realization. The commercial influence is somewhat felt already. The bringing of the gold is in active progress, and California, thus far, is receiving the chief benefit. Alaska's development will depend largely on the extent and value of the gold fields, but the varied natural wealth of the country will not be overlooked by the army of American prospectors.

The territory for which the United States paid \$7,200,000 has been generally regarded as bleak and unproductive. It is bleak in many sections. It has been so unproductive of a natural food supply that the Government has had to send reindeer stock to save the few thousand natives from starvation.

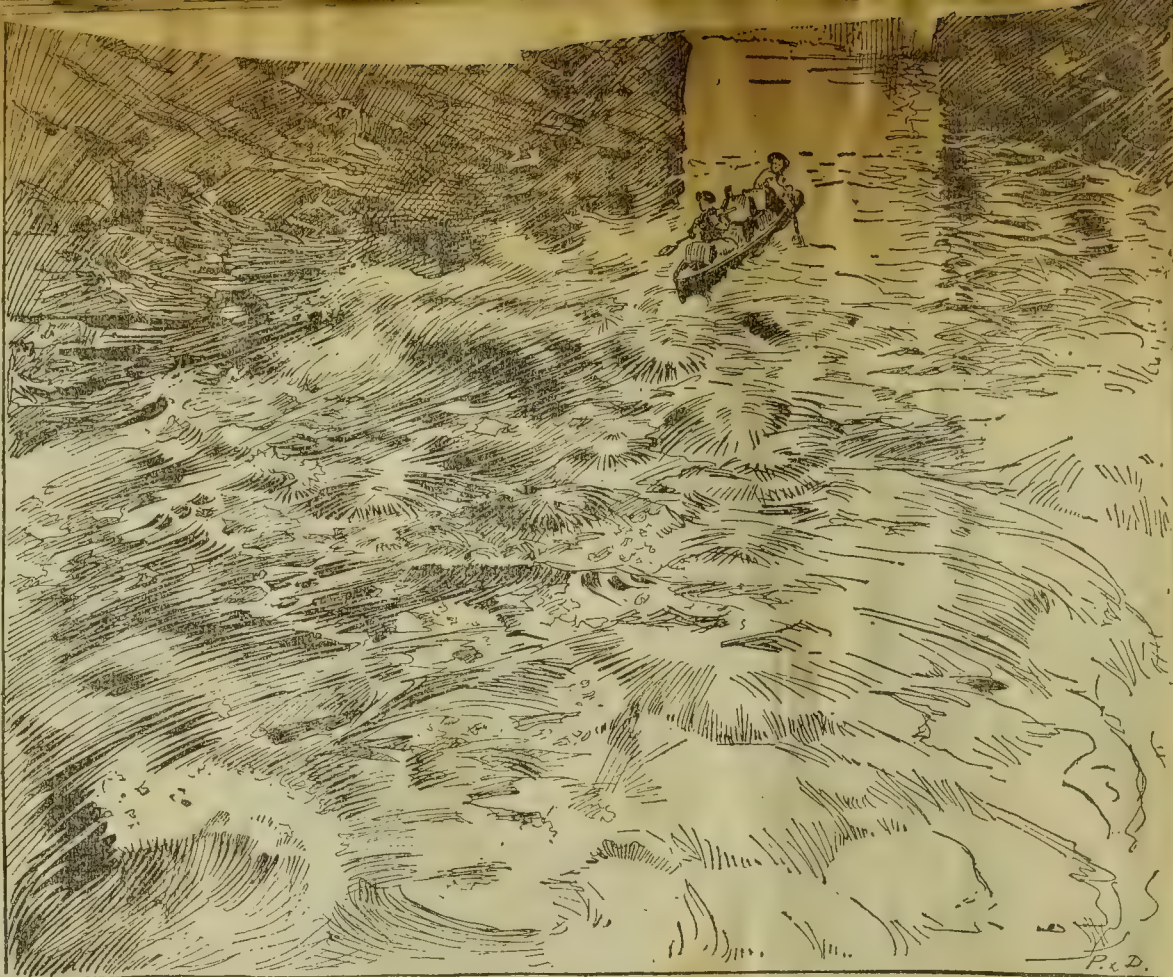
Esquimaux and Indians have not developed the vast region; they never found it rich. Civilization has now an opportunity to use its transforming influence and bring out the possibilities of the country. Adaptability of methods to conditions may result in a better native food supply, but at any rate American commerce will provide for any population that has plenty of gold to give in exchange.

The days of old,
The days of gold,
The days of —

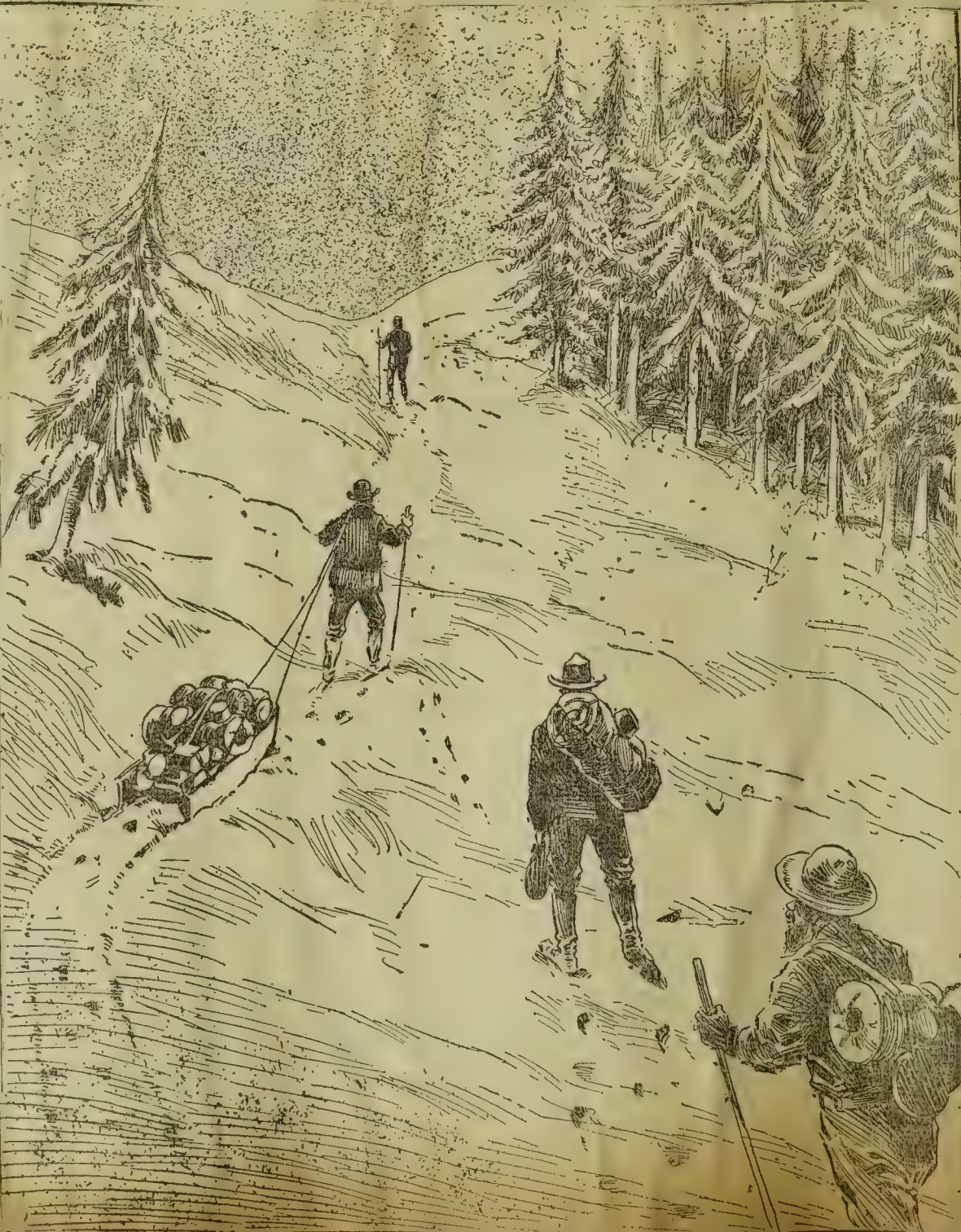
'Ninety-seven, if you please. A new mining boom, a rush that may be like that of California's early history. And then?

New millionaires?
Gold unlimited?
Wonderful towns on the Klondyke?
New life to Pacific commerce?
A glorious Alaskan State?
Or are these things to be but dreams, and these the realizations:

Starving prospectors?
Gold all taken?
Deserted camps?



THIS WAY TAKES FOUR MINUTES.



THIS WAY TAKES FOUR DAYS.

The first discovery of gold on the Klondyke was made in the middle of August, 1896, by George Cormack.

The only way into and out of the Klondyke in winter is by way of Juneau.

The steamer which leaves St. Michaels now will reach the Klondyke in September.

The only way to live is to imitate the Indians in dress and habit.

It is useless to wear leather or gum boots. Good moccasins are absolutely necessary.

The colder it is the better the traveling. When it is very cold there is no wind, and the wind is hard to bear.

Indian guides are necessary, to go ahead of the dogs and prepare the camp for night.

In the summer the sun rises early and sets late, and there are only a few hours when it is not shining directly on Alaska.

In the winter the sun shines for a short time only each day.

It is 2,500 miles from San Francisco to St. Michaels.

It is 1,895 miles from St. Michaels to Dawson City.

In summer the weather is warm and tent life is comfortable.

The winter lasts nine months.

There are two routes by which to reach Dawson City. One by St. Michaels island and the other via Juneau.

By steamer it costs \$150 to go from here to Dawson City.

Dogs are worth their weight in gold. A good long-haired dog sells from \$150 to \$200.

Skates might be used to good advantage at times.

The Yukon river is closed by ice from November to the latter part of May.

On the Klondyke the thermometer goes as low as 60 degrees below zero.

There is a great variety of berries to be found all through the country in summer.

Game is very scarce.

Vegetables of the hardier sort can be raised.

Stock can be kept by using care in providing abundantly with feed by ensilage or curing natural-grass hay and by housing them in the winter.

In summer abundance of fine grass can be found near the rivers.

In appearance the natives are like the North American Indians, only more lithe and active, with very small feet and hands.

They live in temporary camps both winter and summer, either in the mountains or on the river, according to the habits of the game they are hunting.

Gold was first discovered in the vicinity of Sitka by Frank Mahoney, Edward Doyle and William Dunlay in 1873.

Of the seven trading stations in the Yukon district five are located upon the river bank.

The first American traders to engage in the Yukon trade were members of the Western Union Telegraph expedition.

With the first breath of spring the up-river people prepare for their annual meeting with their friends from the outside world.

Supplies are purchased chiefly in California, and carried from here to St. Michaels.

The Yukon is navigable for a 250-ton steamer for a distance of 1,600 miles.

At a distance of 600 miles from the ocean the Yukon river is more than a mile wide.

The Klondyke mining region is in the latitude of Iceland and lower Greenland.

The longitude of St. Michaels is farther west than that of Honolulu.

REMINIS

28

May 8, 1869, a memorable expedition sailed from San Francisco with a twofold object in view. The first was to explore the then comparatively unknown interior of the vast country so recently acquired from Russia by Uncle Sam, not thirsting after knowledge scientific of the region lying north of Mount St. Elia, but for the pelts of the fur-bearing animals roaming through that vast stretch of country. Four years previous the Western Union Telegraph Company had sent an expedition to what was then Russian America to survey a route for a telegraph line, which, having for its initial point New Westminster, B. C., stretched up through British America, thence through Russian America, by cable across Bering Straits to Kamchatka, from there to the mouth of the Amoor River to connect with a line to be built by the Russian Government to that point.

This having been abandoned in 1867 as a probable non-paying investment owing to success of the Atlantic cable, the original explorers returned to San Francisco in the fall of that year. Like others, his occupation being gone, the writer's thoughts were directed to the possibilities lying in the fur trade for the accumulation of wealth.

This led to a meeting with the late John Parrott and R. H. Waterman (familiarily known to early residents as Bully Waterman), who, quick to see the immense profits to be made, the necessary capital was at once subscribed, trading goods purchased, a stern-wheel steamer to navigate the Yukon built, and, finding in the brig Commodore a vessel that could comfortably carry the hull of the steamer on deck, she was chartered and, in command of Captain Percival, sailed on the date above mentioned.

Our steamer was a stanch little vessel of 22 tons burden, christened the Yukon, and was expected to penetrate as far into the interior as the short season would allow by going up the river after which she was named, distributing goods, establishing stations and bringing down the furs to the main station at St. Michaels, Norton Sound.

Sailing day arrived at last, bringing with it an additional passenger in the person of Louis B. Parrott, a nephew of John Parrott, who joined us for the spice of adventure the expedition promised to afford.

The second object was the determining of the exact position of Fort Yukon, situated some 1500 miles up that river, and a very valuable trading-post of the Hudson Bay Company and which I had strong reasons for believing was on United States territory. For that reason some time previously application had been made to the Secretary of the Treasury for the proper officers to accompany us to determine its site.

A total eclipse of the sun, to occur on August 10 (I think), being a most favorable opportunity to determine at once and accurately whether the English would have to vacate or not, provided we arrived in time and the day should prove clear.

This resulted in the appointment of Captain Charles W. Raymond, Engineer Corps, U. S. A., in charge; John J. Major, assistant, and Private Michael Foley. All being in readiness, the lines were cast off that were holding us to civilization, and

in tow of a tug we made our way out through the Golden Gate.

An uneventful voyage brought us sixteen days later alongside a wharf at Sitka. Here we found General Jeff C. Davis in command of the United States forces, consisting of two companies of artillery, officered by Lieutenant-Colonel Neil Dennison, Major Wood and Lieutenants Eagan and Foote. We found in port the United States revenue cutter Reliance, Captain Seiden, and a day or two

DON'T BE "TAKEN IN."

Men who are thinking of going to Alaska should not lay aside their common sense. For one thing, they must be sure of money and strength to get to the mines before they start; and for another thing, they must be sure of having the food to keep life in them after they get there. Without these they will locate a six-foot claim that will be of no benefit to themselves or their heirs.

It is especially necessary that the eager gold-hunter should take care that he is not swindled or cast into danger of his life at the outset. The Klondyke excitement has been seized upon by schemers as an occasion for turning a dishonest penny, and dozens of plans are afoot for raising parties and carrying them to Alaska or the gold fields by other than the regular lines of transportation. Some of the offers are preposterous to those who understand the conditions of travel and the value of goods in the North. Nobody can furnish outfits and transportation at the rates quoted by some of the men who are planning to conduct expeditions. Some, according to the reported offers, agree to land a man at Dyea and furnish him with an outfit for less than the outfit can be purchased for in San Francisco. Any one who is fooled by these schemers will lose his money and perhaps his life. If the swindlers mean to take his money without transporting him to Alaska it is bad enough; but if they mean to dump him on the glacier with a sack of flour and a side of bacon to shift for himself they are merely planning murder in a way to evade the criminal responsibility for the deed. A man landed destitute on that shore has small chance of getting back.

"The Examiner" has published several estimates of needed supplies. These were furnished by men of experience, and though they differ somewhat according to the habits and requirements of the men who gave them, they give a good idea of what will be required. By these estimates it will be seen that even the most frugal and hardy of prospectors cannot reduce the cost of his necessary supplies much below three hundred dollars in San Francisco, and the average man is likely to require more.

With these figures in regard to outfits the men who are planning a trip to the North can have some check on the offers of those who are advertising to take them to Alaska and furnish them with supplies. When a fair cost for transporting men and goods is allowed the need for a good supply of money before starting is evident. Don't set out for Klondyke unless you have seven hundred to a thousand dollars to get you there and see you through the year that must elapse before you can get returns. That is "The Examiner's" advice, and it is good.

The man who had a girl arrested at Portland and offered not to prosecute provided she would marry him was rightly served in failing to win her. His plan would have been in contravention of the well-known prohibition of cruel and unusual punishments.

ROMANCE OF GOLD AND THE REALTY.

It is the romantic element that attracts the popular imagination to the Alaskan placers. Come down to the hard realities of arithmetic and the scales, California will turn out probably three times as much gold this year as the whole of the frozen Northwest. But there is the "poor man's mine," where he takes a fortune out of every "box length"; where the busy housewife, instead of reddening her handsome face over a hot, prosaic stove, picks nuggets out of a pan and stores them in an old oyster can, or the syrup jug, or whatnot, in default of "coffers" in which, as the story runs, gold is usually put up for winter use.

That is the romance, and it is pleasant to dream over; but in the mean time California goes on cutting bread and butter. The other day a persevering old miner who has bet his money and his time and his labor for a lifetime on the mother lode took forty thousand dollars out of one pocket in the Sierra. It may be that these pockets are not as plenty as once they were, but the gravel mines and the quartz mines go on pounding and washing day after day the year around, and that counts. There is Randsburg, which is as ugly a place in its dry way as Klondyke in the muck; and this unromantic Randsburg keeps on digging. The other day the Kenyon mine at that place sold eight tons of ore for \$508 a ton. It is not as hard to get to Randsburg as to Dawson on the Yukon, and there are placers there likewise, although they use wind instead of water to sift their gold.

"GAGE" WORDEN, THE BOY MINER OF THE KLONDYKE

Young Worden is one of the El Dorado creek mining firm of Stanley & Worden. He is the youngest miner who ever staked a claim in the new Yukon mining territory. He used to work in a dairy for \$3 a week. Now he is worth thousands, with a prospect of much more.

Later the United States revenue cutter Lincoln, Captain White, arrived. We were most hospitably entertained by the garrison, Mrs. Dodge, wife of the major (who was absent in Washington, D. C.), Mr. and Mrs. Henry Kinkead (afterward Governor of Nevada) and the officers of the cutters.

A ball was given at the clubhouse during our stay, at which the 400 of Sitka were present in full force. It was with the most pleasant memories of Sitka and its inhabitants that ten days later we once more set sail, Oonalaska being our next port. A few days out from Sitka the barometer commenced falling, and we experienced quite a gale—not severe, but the wind not being favorable to lay our course we tumbled around quite lively, were obliged to come down to our lower sails, and took on board quite a considerable amount of water, as we were deeply laden. At the first appearance of foul weather Jim retired to his bunk. Not that he was afraid; oh, no; but he thought he might be in the way of the sailors. Still his constant inquiries as to what the captain thought and was it getting worse led us to believe differently. The storm was short-lived, but at one time quite a sea boarded us and perhaps a barrellfull or two went splashing down into what we had named the forward wardroom.

A few days later we dropped anchor in the lovely harbor of Oonalaska, about 150 yards from a narrow spit of land on which was located an Aleutian village of about 400 natives. Quite a number of vessels were already here and a bustling scene was trans-

piring. The firm of Taylor & Bendel was putting up a dwelling and store for its agent. Hutchinson, Kohl & Co.'s (predecessors of the Alaska Commercial Company) employes were discharging cargo from their steamer Alexander. I had thought of establishing a post here, but finding the ground so thoroughly occupied decided not to, but instead entered into partnership with Messrs. Taylor and Bendel through the head of the firm, the late Mr. Taylor, who was a passenger on their schooner Page, with the understanding that they would go no farther north, and I would take off their hands the goods they had purchased for trading purposes.

While in Oonalaska we had a trial by jury, caused by an offense committed by one of my party. The offender, had been employing his leisure on shore one evening by playing poker with members of an opposition company. Coming on board he boastfully spoke of the affair as being a creditable one, inasmuch as he had despoiled the enemy of their lucre, recklessly showing the amount of his winnings, some \$6.

This was the first trial by jury ever held in Alaska, and naturally evolved itself into a farce for the amusement of the crowd. The arrested prisoner was brought into the impromptu courtroom and the attorneys for the prosecution and defense went to work in the usual way. The trial showed that the prisoner had held four aces and his opponent only four kings, and yet he had allowed him to escape with money in his pocket. For this offense the prisoner was sentenced to spend his winnings for refreshments.

While California is getting out seventeen or eighteen millions a year of her own gold, she turns no cold shoulder to the Alaskan with his bags and his impromptu coffers. Probably no part of the world will be more the gainer than California by these discoveries. An increase in the production of gold is of little benefit to the world at large. It simply gives to individuals the power to command a larger share of the world's goods. That is to say, the benefit is purely local. The gold-finders create a new effective demand which is mostly supplied by producers in their immediate neighborhood. In that view California will be very largely the gainer by the large anticipated yield of the Alaskan placers, coupled with the steady increase of the home production, which is expected to come somewhere near twenty million dollars this year.

So far as humanity is concerned, the benefits arising from gold discoveries are indirect. They add nothing whatever in themselves to human comfort or happiness. The real gain to the world by the placers of California lies in the development of the agricultural, horticultural and industrial resources of this magnificent region, which otherwise might have lain dormant for another half-century. We cannot look for any such gain to the world by turning attention to the bleak, inhospitable shores of Alaska. It is true there are great industrial possibilities in the fisheries and the coal mines, and these no doubt will feel the stimulus; but the country as a whole will never make good residence property. The Californians who go there will all come back to us to spend their money when they have made their everlasting fortunes. If unhappily they should come back broke even that is more easily forgiven in California than else-

LOCAL BANKS AND THEIR ASSESSMENTS.

A Tremendous Decrease This Year in Their Assessable Properties.

Millions of Dollars Have Been Transferred Into United States Bonds.

SUPERVISORS AS EQUALIZERS.

Hellman Will Make the Nevada Bank a National Institution—Magic in the Clearing-House.

The Board of Supervisors met yesterday as a Board of Equalization to decide if the assessment of local banks, as made by Mr. Lebe, should not be raised. Representatives of every commercial bank in the city were present to answer queries. The answers given by each were practically the same. It was a story of hard times, dull business and a transfer of assessable property into non-assessable securities.

Preliminary to the investigation the assessment committee of the Board of Supervisors had been delegated to secure complete information in reference to the banks than had been furnished by the Assessor or the Bank Commissioners. As the inquiry progressed yesterday it became evident that the assessment committee was not in possession of any information beyond that supplied by the Bank Commissioners and the Assessor. This fact was emphasized by Supervisor Smith, who insisted that the Board had no legal right to go beyond the reports already rendered. Since it could not go beyond these reports, he argued that it had no right to raise the assessments. After long discussion the Board took the entire matter under advisement and ordered its assessment committee to seek further information and report Tuesday morning.

The first incident of interest at the meeting occurred when Supervisor Clinton demanded of Walter Powell, manager of the Bank of British Columbia, a complete list of the deposits of the bank. The demand was resisted, and Supervisor Clinton was informed that no confidential business of

LATE FOR GOLD FIELDS

Wash. D.C. Post

Hundreds Will Not Reach

Klondyke This Year.

July 27, 1897

THEIR SUPPLIES CANNOT BE MOVED

More Goods Piled Up at the Head of the Inlet Than Can Be Handled in Eighteen Months—Railway to the New Eldorado a Possibility in the Near Future—Dissatisfaction Expressed Because Dyea Has Been Made a Subport of Commerce.

Port Townsend, Wash., July 26.—The steamer City of Topeka arrived to-day from Alaska. She brings news that the Klondyke fever is on the increase at Juneau, nearly every able-bodied man there either having gone or prepared to go to the rich fields. Authentic reports direct from Dyea are that there is now as much freight piled up at the head of the inlet as the Indians can pack over the divide in the next

this country might be reached by a railway. One of these is from a point on the Canadian Pacific; the other is from Dyea. Neither presents many difficulties. That from Dyea would be the shorter for the reason that only some eighty miles of road would have to be built, the rest of the route to the mines being by means of the river. During the winter season this route would be closed as far as the river is concerned. This route would do away with the difficulties of the Chilkat Pass in the early days.

The other route is about 500 miles longer, but being entirely within the Dominion of Canada, is likely to receive earnest consideration at the hands of the government.

Will Injure Pacific Coast Lines.

San Francisco, July 26.—The Pacific coast steamship people are much exercised over the action of the Treasury Department in making Dyea a subport of entry, which they claim was done at the request of the Canadian Pacific Navigation Company, through the Dominion government. The Canadian Pacific Company operates a line of steamers between Victoria and Juneau, and asked to have United States customs officers placed on board their boats, which they wanted to run through to Dyea direct.

These officers were to collect duties, and thus obviate necessity of landing cargoes at Juneau. The Treasury Department went even further and made Dyea a subport of entry. The local steamship companies say this will turn gold hunters from the East to the Canadian route to the injury of the local line.

More Gold-seekers Depart.

Port Townsend, Wash., July 26.—The steamer Mexico left to-day with 400 passengers, all except fifty being bound for the gold fields. All went well provisioned and equipped. Many have supplies for a three years' stay. The party was made up of men representing all callings and professions, including many time-scarred veterans, who joined the similar rush to the gold fields in California nearly half a century ago.

Horses Shipped to Dyea.

Seattle, Wash., July 26.—The report sent out from Port Townsend that there already was a blockade of freight at Dyea has not been verified here, nor can it be confirmed. Only one steamer, the Alki, had landed freight and passengers at Dyea at the time the Topeka, which arrived this morning, left Juneau. Therefore, it is not possible that there can be a very great crush at Dyea. Reports received here indicate that prospectors are having no trouble.

However, when the loads of the Queen and Mexico, which have already sailed, and of the Islander and the Rosalie, which sail on the 28th and 31st, respectively, arrive at Sheep Camp, there will probably be some delay, but horses are now being shipped to Dyea from Seattle by hundreds. They will be used for packing over the divide, and will much expedite the carrying of outfit. A large pack train is already on its way.

HER CARGO BADLY DAMAGED BY WATER.

Nearly \$100,000 Loss by the Fire on the Falls of Dee.

Taken to Lombard-Street Wharf, Where She Will Finish Discharging.

PERILOUSLY CLOSE TO THE SHORE.

The British Ship Muskoka Becalmed Ten Miles North of Point Reyes—Com- liebank Goes to Sea.

ALONG THE WATER FRONT, July 24.—That portion of the cargo of the British ship Falls of Dee that escaped the fire in her hold last night is saturated with water. The underwriters estimate that the loss will reach \$100,000. This does not include the damage to the ship, which will be considerable, but cannot be fully ascertained until her hold is pumped out and the cargo discharged. Her mainmast has settled, showing that the heat played havoc along the keel amidships. It will probably have to be taken and resteped.

It was 5 o'clock this morning before the fire was extinguished and the work of pumping out the hold begun. The vessel had been filled with water to her between decks and was resting on the mud. Half burned bales of jute bags, water-soaked chests of tea and mats of rice were hoisted out until 4 o'clock. By that time the Falls of Dee had been lightened so that she could be towed to Lombard-street dock. There the remainder of the cargo will be discharged and surveyed, after which it will be sold at auction.

The ship arrived three days ago from China and had discharged on three half-days so that nearly three-fourths of her cargo was still on board.

How the fire originated is a mystery. The hatches were closed at 4 o'clock yesterday afternoon, and it was 9 in the evening when smoke was discovered issuing from her ports. Captain Lock thinks the fire was caused by spontaneous combustion.

Water-Front Notes.

Gray & Mitchell are building a new steam schooner for the coasting trade at Bendy-

This amount of freight will be more than doubled when the steamers Queen and Mexico, now en route, arrive. This condition of affairs practically precludes the possibility of hundreds of the gold seekers reaching the mining region this year.

Frank F. Myers, a Juneau newspaper man, will leave here in two weeks for Dawson City. He will go by the route followed by Lieut. Schwatka, who conducted an exploring party into the Yukon Valley in 1889. This route starts from Takou Inlet, thirty miles south of Juneau, from Takou to Lake Testin, a distance of 130 miles over level prairies, and the country from Lake Testin is an open valley through to Yukon River by way of the Hootinghua River.

With the aid of pack horses the Takou route is by far the more preferable. It is probable that a stage line will be operated over this route. Parties who have been over both routes say that the walk of 130 miles over the level country is more easily accomplished than that of the fifteen miles over the Chilkat summit.

John G. Brady has taken his oath of office and is now Alaska's Governor.

Pioneers Want a Railroad.

Pioneers of the Yukon country have been seriously considering the possibility of securing aid from the Canadian government to build a railway into that district. An appropriation of \$5,000 has been passed by the Canadian Parliament and surveyors ordered to take the field this year.

There are two practical routes by which

Listing Klondyke Claims in Wall Street.

New York, July 26.—It was said in Wall street to-day that the directors of the Mining Exchange of New York, which has been much in the background recently, are thinking of listing some Klondyke claims. A meeting of the members has been called for to-morrow afternoon to act upon some proposed amendments to the constitution. One of the amendments asks that three calls shall be made a day, instead of two, as at present.

ALL GONE GOLD CRAZY.

Seattle Wildly Excited by a Cargo of Yellow Stuff.

Special Correspondence Washington Post.

Seattle, Wash., July 18.—Never in the memory of the oldest inhabitant, I am told, has this city been so wrought up or in such a state of excitement as since the arrival yesterday of the steamer Portland from St. Michael's, at the mouth of the Yukon River, which brought not only the glad tidings of the fabulous richness of the Klondyke placer find, but glittering and substantial proof of the absolute verity of the many wonderful tales, told by the sixty-eight overjoyed prospectors who return to civilization, bringing with them a ton of solid gold.

Mr. W. R. Goode, of Seattle, who went to Alaska last spring, relates marvelous stories of the richness of the now famous Klondyke, and gives facts that it would be hard to believe had they come from a less trustworthy source.

"We have mined," says Mr. Goode, "from which \$150,000 was taken out last winter, to 150 feet of their claim. You may doubt my story, but if I could show you the oil cans, bottles, pickle jars, and baking-powder cans I have seen filled to overflowing with the precious yellow metal, some of them so heavy you couldn't lift them, you'd know I ain't exaggerating."

"Last winter work was more plentiful than it is now, and wages in the diggings were higher, but to-day the boys don't have any trouble in getting \$10 a day, and as we have had three steamers come in since spring, there's grub in plenty, and it ain't so hard as it has been to buy enough to eat and something to wear."

From all sides come new reports, and one of the latest is from Capt. Frank Tuttle, of the revenue cutter Bear, who adds his testimony to that of the long list of narrators. Capt. Tuttle states that the gold finds in the new placer mines

on the Yukon are simply wonderful, and without doubt the richest in the world. He gives it as his opinion that every man who can "raise a stake" will be pulling out for the river. In the company's office he says he has seen the gold stacked up in bags, as if it were flour, to the amount of more than \$2,000,000, lying there awaiting shipment. The Captain frankly admits in a recent letter to a friend in Seattle: "If I were only twenty years younger I should go to the mines and try my luck."

Some Fortunate Tenderfeet.

Among the most fortunate men of Klondyke fame is Mr. Clarence Berry, who is stopping at the Butler Hotel, in Seattle, with his wife, and while once more enjoying the luxuries of civilization he talks most entertainingly of his recent experiences in Alaska.

"With a miner it is just pure luck," said Mr. Berry, modestly, in answer to a question; "just luck and nothing else. Ten months ago I was a poor man, but to-day I'm on my way to my old home in Fresno, Cal., with the snug little fortune of \$130,000 in gold nuggets. Last winter in thirty box lengths, which is about 12 by 15 feet, I got out my pile. In one length I found \$10,000, and another time the second largest nugget ever found in the Yukon was gotten out of my claim. It weighed all of thirteen ounces, and was worth \$231 even up. Sometimes in one of the drift claims I've known men to take out a thousand dollars, but the gold was in pockets, and I don't need to tell you such finds are exceedingly rare."

When asked regarding the chances of those who are burning with eagerness to try their luck in the new Eldorado, Mr. Berry said:

"A man must expect to be disappointed, for the chances are he may prospect for years without finding a paying claim, but then, on the other hand, he may

strike it rich. No one can tell how it's going to be. But one thing is certain, a fellow is rash to try his luck before spring and without a good outfit, say one that will cost all of \$500. The country is wild and the hardships terrible for a man who isn't used to pioneer life. Bread is 50 cents a loaf and eggs \$1 a dozen, with clothes, utensils, and tents way up, when you can get them, which ain't often. But if a chap has grit, pluck, and staying powers, not to forget luck, he will have a chance to pick up a tidy little sum that will make him comfortable for life."

One of the heroines of the hour is Mrs. Berry, who, while luxuriating with her spouse at the Butler, enjoying all the comforts of that elegant hostelry, is smilingly indulgent to reporters of both sexes and frankly tells of her own experience and of how she went each day to the dump and got dirt which she panned out herself at her "shanty," proudly adding that she has \$6,000 as the result of her frugality and thrift. Mrs. Berry is a hearty Westerner in manner, and her husband's wealth has not spoiled the sturdy woman who deserves the fortune she endured so much to aid her husband in accumulating in dreary Alaska, far from her home.

Among those who are receiving congratulations are Mr. and Mrs. Libby, of Seattle, who returned with the other fortunates. Mr. Libby has a rich claim and his wife is the proud possessor of \$8,000, which she herself picked up at the dumps. Perhaps one of the most peculiar facts in connection with the Klondyke is that all of the luck seems to have been with the "chee chacoos," as the tenderfoots and novices at mining are styled in the Alaskan vernacular. While the old and experienced miners have a few thousand dollars to their credit as a result of their arduous labors, not one of them has made a rich find.

Seattle Wants an Assay Office.

While the bulk of the gold brought to Seattle yesterday was reshipped at once to San Francisco and Helena, about \$30,000 in gold dust and nuggets was melted into bars and purchased by the local banks.

All day an eager, excited crowd has jostled each other to catch a glimpse of the gleaming metal on view in the window of the Empire Jewelry Company, on Second street, where the casting was being done, until at last it was removed to make the last one of the nine-inch bars, three-eighths of an inch thick and three inches wide, that were turned out by the jewelry firm, each credited with being worth \$1,700.

No pen can hope to describe the virulence of the gold fever that now rages in Seattle and vicinity. The whole city turned out en masse to see the precious metal escorted by armed guards through the streets to be reshipped. Already, the best citizens are reckoning the importance to Seattle of the Klondyke bonanza, and the press is urgent in appealing to the people to at once demand that an assay office be immediately established here. Congressman Lewis has telegraphed that a special agent will be sent here by the government to inspect the grounds and buildings proffered for use as an assay office by the city.

Every berth has been taken on the Portland for the return trip to St. Michael's, and word is received that the Canadians are constructing a new route by way of Fort Wrangle, for which place the steamer is to be taken to the head of navigation on the Sitken River, from which point the Canadian government has cut a trail to a point on the Yukon below the rapids.

It is feared that many of those who are rash enough to flock to the new gold fields will suffer untold privations and hardships this coming winter, for the accommodations are limited, the camp merely a group of tents, and the cold weather begins in September and lasts until late in May. Those sailing in July will not reach the mouth of the Yukon until September, and from there they must take a 600-mile overland trip. The troubles of those now eagerly dreaming of the promised land of Eldorado will begin long before they reach the now famous placer mines known as the Klondyke.

SCIENCE LED THE WAY.

Smithsonian Institute Agents First Investigated Alaska.

The wonderful gold discoveries which have rendered "Uncle Sam's" extreme northern possessions the "New Eldorado" of the present day suggest some interesting data of the original incentive which prompted negotiations for the purchase of the frozen domain of Alaska. Due credit should be given to a faithful

corps of scientists, who braved the rigors of winter in the silent march of investigation and exploration in the interest of mankind.

"In the interest of science" was the incidental remark of Robert Kennicott, an enthusiastic young naturalist of Chicago, who had been recommended by the Smithsonian Institution in 1885 to head an exploring expedition, then being formed by the Russo-American Telegraph Company, to connect two great cable lines then in operation in Europe and the United States.

Previous to this time Mr. Kennicott had made journeys to the far north into the Yukon Valley, where he saw the yellow flood of the great river surging by the most remote outpost of civilization, and the first specimens of his labors in that inhospitable region can be seen to-day in the Smithsonian Museum in the form of ethnological wonders and collections gathered from that virgin territory, of which so little was known prior to any effort to buy it from the Emperor of Russia. At the close of the year 1866 Prof. Joseph Henry, Secretary of the Smithsonian Institution, said in his report: "When the question of the acquisition of Alaska by the United States came under discussion it was to the institution that reference was chiefly made by the State Department and the Senate for information in regard to the country. Two of our collaborators, then on a visit to the institution, Mr. Henry Bannister, who had spent a year in Norton Sound, and Mr. Bishoff, who had passed the same length of time at Sitka, were called upon to give evidence before the Committee on Foreign Relations, and were in effect the only persons examined who were acquainted with the region from personal observations."

For obtaining additional information relative to the new Territory of Alaska, an expedition was sent out by the Treasury Department, in charge of Capt. Howard, of the Revenue Service, during the summer of 1867. It was accompanied by a Coast Survey party, in charge of Mr. George B. Davidson.

Mr. W. H. Dall succeeded Mr. Kennicott as chief of the natural history corps of the Russian telegraph expedition, and after the abandonment of that enterprise, in consequence of the successful laying of the Atlantic cable, continued his explorations along the Yukon River, where so much gold is now being found.

It can be justly said that the contributions and efforts of the Smithsonian Institution and the Chicago Academy of Science, with the primary intention of the advancement of science, first gave impetus to Mr. Seward's policy of Alaskan acquisition to this country.

President Johnson transmitted his message on the deal to Congress in 1867, and actual negotiations began for our arctic circle boundary for the sum of \$7,200,000. On the 9th of October following the formal transfer Brig. Gen. Lovell H. Rousseau, of the United States Army, having been appointed commissioner for that purpose, took possession of the country in the name of the United States.

In the summer of 1880 Hon. W. H. Seward, who had negotiated for the Territory, went with a party of scientists sent by the government to the new lands to watch a total eclipse of the sun, which occurred that year. The great statesman evinced much interest in the wonders of that far-off land, not only for its material resources, but from a scientific standpoint, and visited there before he passed away.

SOLDIERS FOR GOLD COUNTRY

To Support the Authorities in the Administration of the Law.

President and Secretary Alger, at Solicitation of Commercial Interests, Will Send Company from the Regular Army in August.

The President and Secretary Alger have decided to detail an army officer and a company of soldiers from the regular army for service in Alaska. The matter is yet in very indefinite shape, but details will be arranged as soon as possible, in

order that the soldiers may get into the vicinity of the gold country before navigation closes on the Yukon River. They will be sent to their destination via the Yukon River route, and the offer of one of the shipping companies on the Pacific coast to transport the men and their baggage and stores probably will be accepted.

The exact location of the camp or post has not yet been determined on, but it is expected to be at Circle City. An army officer now in the field and who has had experience in such matters has been invited to take charge of the company, and an answer is expected from him very soon. The detail of the men who will go will be made from one of the posts in the west, but just which one is not yet finally settled on. The officials are anxious to locate the soldiers in the gold country as soon as possible, and if it can be arranged they will be sent on the steamer sailing early in August.

The government has no troops in that vast Territory, and in view of the heavy immigration now going on, and the possible dangers to life and property from lawless characters, the establishment of an Alaskan military post has been urged. The commercial interests of the Territory are at the bottom of the movement, and have requested that a company of infantry and a Gatling gun brigade be located at a post to be christened "Fort Alger," near the boundary line, about 250 miles west of Klondyke, and 2,200 miles above the mouth of the Yukon River.

This body of troops is asked for to support the civil authorities in the administration of law and for the protection of vested rights. It was suggested that the troops be marched over the Dyea overland route to the post, which will be erected for the government use if desired, but this will be impossible in view of the fact that the British law, like our own, would not permit the passage of foreign troops over British territory without special permission. Therefore the troops will be carried up the Yukon in a steamer, if the government consents to establish the post. There is some doubt of the power of the President to establish a post as proposed without Congressional authorization, and that aspect of the question has been brought to the attention of the Attorney General for an opinion.

Meanwhile, volunteers for service in Alaska are already coming forward. Yesterday morning Secretary Alger received a telegram from Capt. W. R. Abercombe, of the Second Infantry, dated Fort Harrison, Mont., tendering his service with sixty picked men of his regiment for duty in Alaska, and expressing a desire to report personally to Secretary

KLONDIKE GOLD SEEKERS.

N. Y. Sun July 25 1897
SIXTY-EIGHT PERSONS SET SAIL FROM SAN FRANCISCO.

Outlook Not Favorable for Easy Access to the Fields by the St. Michael Route—A Seattle Man Says the Stewart River Is Rich with Gold—Perils of the Overland Journey.

SAN FRANCISCO, July 24.—People who have the gold fever do not realize that ships and steamers starting for St. Michael, except in few cases, cannot hope to get through to Klondike this year. It has already been reported that there is very little water in the Yukon, and it is doubtful whether the regular river steamers can get through before the winter freeze-up. Parties starting for the gold fields in steamers, on the decks of which are sections of river boats, cannot put their portable craft together in time, on reaching St. Michael, to float boats and

reach Dawson City before the season closes. At no season can gasoline launches be used to advantage on the river except for transporting goods part of the way up stream.

The only practical vessel for river trade is a small flat-bottom river steamer drawing from one to two feet of water which can pass over the sand bars. When the present rush for St. Michael is over a crowd of fortune seekers will head for the Juneau route, which is open nearly all the year. A number of steam schooners and sailing vessels have been chartered to leave for Juneau and Dyea, and the regular steamers on the coast route have all they can do to handle the freight offered for Puget Sound and Alaskan points.

It is estimated that at least 5,000 persons will leave San Francisco for the diggings in the next two months.

The steamer Cleveland left here late this afternoon with sixty-eight passengers bound for St. Michael. She touches at Seattle and will take on about 150 passengers there. Comparatively few passengers are from San Francisco. A large number are from the interior of the State and some are from the East, the remnant of the host that came across

on the Christian Endeavor cheap rates. A score of the passengers are women, mostly young and vigorous.

SEATTLE, Wash., July 24.—In an interview by W. P. C. Richardson, formerly principal of the public schools of Seattle, who spent several years on the Yukon, travelling over the route in summer and winter, and who at present has the mail contract between Juneau and Circle City, the following additional facts are obtained about the country and its possibilities:

"The Klondike is a stream several hundred miles long, as nearly as can be estimated, and from 200 to 300 feet wide, exceedingly rapid and difficult to navigate by reason of swift current and overhanging trees or

sweepers, as they are called in that country. Its waters were clear before the discovery of gold, but they are now muddy from the wash of sluice boxes. The mines are not on the Klondike proper, but on Bonanza, Hunter and Bear creeks. The Bonanza empties into the Klondike about a mile from its mouth. Hunter Creek is fourteen miles above, while Eldorado is a branch of Bonanza, branching off a few miles from the mouth of the Klondike.

"The stories you have heard of the wonderful getting into business on the Yukon or Klondike, I think they are 100 per cent. better than in any other country. The field is wide open for business, and there is no end to money. Any new enterprise will succeed backed by energy."

CANADA AND THE KLONDIKE.

The Dominion Government Expects to Reap a Part of the Harvest.

OTTAWA, July 24.—The Dominion Government is receiving some share of the wealth of the Klondike district. It is expected that \$100,000 in excess of the cost of administration will be received this year, and with the rush that is now beginning the revenue will be much

greater in the near future. "All communication between here and the mining camp is by way of the United States, and transportation is in vessels owned by residents of the United States.

Two years ago the Department of the Interior despatched a force of twenty mounted police to Fort Cudahy, on the Canadian side of the frontier, at the junction of Forty Mile Creek and the Yukon. The officer in command, Inspector Constantine, established two posts, one at Cudahy and the other at Forty

dike, Forty Mile, and Cudahy. Mr. Ogilvie was ordered to return to Ottawa, but instead, he determined to remain in the country and forward a full report to the Government. This report will be issued in pamphlet form by the Government in a few days. Following is an extract:

"A few miles further up, Bear Creek enters the Klondike, and it has been prospected and located on. About twelve miles above the mouth of Bear Creek, Gold Bottom Creek joins the Klondike, and on it and a branch named Hunker Creek very rich ground has been found. On Gold Bottom Creek and branches there will probably be 200 or 300 claims. The Indians

have reported another creek, much further up, which they call 'Too Much Gold Creek,' on which gold is so plentiful that, as the miners say in joke, 'You have to mix gravel with it to sluice it.' From all this we may, I think, infer that we have here a district which will give 1,000 claims of 500 feet in length each. Now, 1,000 such claims will require at least 3,000 men to work them properly, and as wages for working in the mines are from \$8 to \$10 per day, without board, we have every reason to assume that this part of our territory will, in a year or two, contain 10,000 souls at least."

NEW ROUTE TO THE KLONDIKE.

The Easiest Way Is Said to Be by Fort Wrangell and Teslin Lake.

SAN FRANCISCO, July 24.—Great interest is felt here in new routes to the Yukon gold fields which will reduce the time and cost of the journey. A man who establishes pack trains over any of the new routes will make more money than most of the new Klondike miners. The best trail from the coast to the Yukon region is said to be by the Lake Teslin trail. It starts at Fort Wrangell and presents few difficulties. This route leads up Telegraph Creek from Fort Wrangell, and is clear water travel for about 100 miles up the creek. The creek is abandoned there and the traveller strikes straight across

the smooth table land for about 175 miles. Then Teslin Lake is reached, and it is plain sailing down the Halaliqua River, a tributary of the Lewis River, and down the Lewis it is clear going to Dawson City.

The only dangerous part of this route is the Five Fingers rapids, and these are not bad if one has a guide. John C. Calbreath, for many years a resident on Telegraph Creek, has been directed by the British Columbia Government to open this new route, and \$2,000 will be expended upon it immediately. Steamboats can operate up Telegraph Creek. Even now, it is said, the trip to the gold fields can be made with less danger and more quickly by this route than by any other. It is open usually until the middle of October, and sometimes as late as November.

PERILS OF A KLONDIKE JOURNEY.

C. F. Miller's Account of His Journey Overland Shooting the Canyon.

ST. LOUIS, July 24.—Men who are thinking of going to the Klondike gold camps, will find an interesting account of the hardships and terrible suffering that must be endured in a letter written at Circle City by C. F. Miller to William Buermann of Windom, St. Louis county, Mo. Mr. Miller was a farmer at Rock Hill, St. Louis county, and sold his farm in 1895 and went to Alaska in August of that year to seek a fortune in the gold fields. He says in his letter, speaking of the journey:

"One goes from Juneau by steamer to Dyea, the head of navigation on the coast north of Juneau, and then begins the perilous journey over the mountains. Each man starts from Dyea with about eight hundred pounds of supplies, including provisions, and also tools with which to build a boat. These supplies must be hauled on a hand sled in the snow by the man himself if he has no Eskimo dogs. It is a terrible load over the strangest country it has ever been my lot to travel. One man can haul on his sled only about 200 pounds at a load. He takes that about four or five miles, unloads, and then returns for 200 pounds more, and so on until he has his outfit moved to the spot where he left his first load.

"This tedious method is pursued until one reaches Chilkoot Pass, which is 3,500 feet above the sea level, and through which the trail crosses the coast range of mountains. This mountain pass is covered with glaciers and snow. Steps are cut in the ice up the sides of this pass. Here the traveller to the gold region meets with difficulties that try his nerve and patience. One must pack on his back from fifty to one hundred pounds of supplies at a time, which he carries to the summit, and then returns for more, until his 800 pounds of outfit is carried up the mountain. All this must be done in blinding snowstorms, as it snows and blows all the time except in the two summer months.

"Crater Lake is on the north side of this pass, and it remains frozen all summer. We crossed this lake on our way down the mountains to the series of lakes below, and then continued our journey for 300 miles before we found suitable timber for building our boats. We camped at the head of the Grand Cañon one night, and then we ran the cañon in our boats the next morning. This cañon is three-quarters of a mile long and only 60 feet wide, and the walls rise 200 feet high. The river is one-half mile wide above the cañon. The terrible suction draws the water to the centre, causing it to be much higher in the middle.

"On this central upheaval of water leap and whirl frightful and dangerous breakers. We prepared to make this awful run through the cañon on the morning of June 11, 1896. We arranged everything in good order. We lashed the steering oar fast, discarded our coats and boots, and bade good-by to the boys on the shore. We shoved off, and the fast increasing current carried us quickly to the mouth of the cañon, and there our boat for an instant seemed to pause, as if afraid to proceed. But it was only a moment's stop, for, as quick as a flash, we shot into that hell of boiling waters. All we could do was to catch our breath as we were picked up and slammed through the clouds of blinding spray. But before we had time to get scared we were out of danger and had run that three-quarters of a mile through the cañon in two minutes and ten seconds.

"The scene that lay before us as we merged from the seething waters of the cañon was grand indeed. We sailed along quietly between gently sloping banks that were covered with wild flowers of brilliant colors. But there was something lacking. Not a single bird song could be heard. That beautiful picture was set in a desolate country over which reigns the stillness of death.

"I saw an old man who has been in the vicinity of that cañon for ten years, and he says he will die there. But he says he would like once more to hear a bird sing, hear a rooster crow, and see a pretty girl, and then he would be ready to lie down and die. The ground here is frozen to unknown depths. Several bodies were recently removed from the old graveyard to the new one at Forty Mile creek, and they were in the same state of preservation as when buried. The ground only thaws a few inches from the surface in the summer.

"I have been presenting the picture of the picture, but there is another. There is gold here, and it is in paying quantities, but it takes time to find it. Men have taken out from \$1,000 up to \$45,000, but the latter amount is the most that any one man has ever taken out of the ground. The seasons are so short and food is so high in price that it takes a long time to accomplish anything.

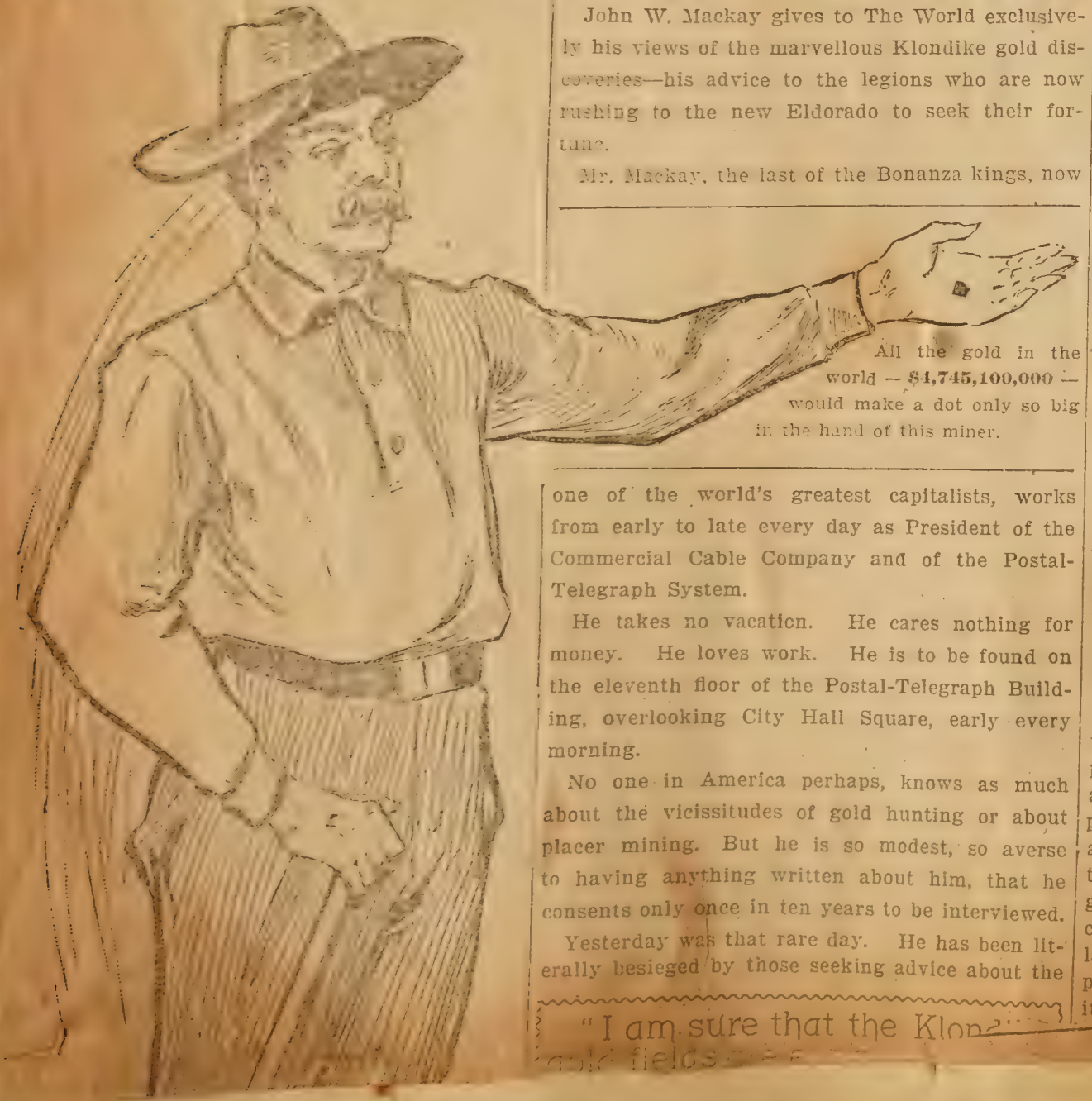
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SUNDAY

PAGES 27 TO 38.

NEW YORK, SUNDAY, JULY 25, 1897.

JOHN W. MACKAY, LAST AND GREATEST OF THE BONANZA KINGS ON THE NEW GOLD DISCOVERIES. CHANCES OF FORTUNE-MAKING IN THE KLONDIKE REGION.



John W. Mackay gives to The World exclusively his views of the marvellous Klondike gold discoveries—his advice to the legions who are now rushing to the new Eldorado to seek their fortune.

Mr. Mackay, the last of the Bonanza kings, now

All the gold in the world — \$4,745,100,000 — would make a dot only so big in the hand of this miner.

one of the world's greatest capitalists, works from early to late every day as President of the Commercial Cable Company and of the Postal-Telegraph System.

He takes no vacation. He cares nothing for money. He loves work. He is to be found on the eleventh floor of the Postal-Telegraph Building, overlooking City Hall Square, early every morning.

No one in America perhaps, knows as much about the vicissitudes of gold hunting or about placer mining. But he is so modest, so averse to having anything written about him, that he consents only once in ten years to be interviewed.

Yesterday was that rare day. He has been literally besieged by those seeking advice about the

"I am sure that the Klondike

in British Columbia. As long ago as 1860 something like fifty millions of gold were taken out. It was placer mining there; just the same as the Klondike."

"What proportion of those who go are likely to get anything out of it, judging by your own observation?"

"Nothing is more uncertain, except, perhaps, that the majority of those who go are certain to fail. In placer mining one man may strike very rich findings, while a score of others who work just as hard toil on with empty pockets. Severe

Mr. Mackay is the last survivor of the great Bonanza Kings. The "Big Four," who made colossal fortunes by the gold discoveries of 1849, were Mackay, Flood, Fair and O'Brien.

labor is the lot of all. Industry, in fact, the hardest kind of toil, is generally necessary on the road to success. At best, while one man finds \$500 ten or twelve will find nothing."

"The gold is right on the surface, it appears?"

"Yes. It is a mountainous country, overrun with lava at some remote age, and centuries ago probably the great forces of nature were at work and melted the gold in a natural crucible. The particles of gold are now washed out by the waters, and are generally found along the course of mountain streams. You will always find the best placer gold near the banks of streams and barren water courses. Scientific mining preserves a much larger portion of gold dust than formerly, and I presume it destroys a great deal of the individuality in a working miner. The Klondike is seen only old-fashioned

THE WORLD'S MAGAZINE

EVERY SUNDAY
The WORLD
CONTAINS
MORE
READING
MATTER
THAN
ANY FOUR
MAGAZINES

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PAGES 27 TO 38.

mood next winter. No one should go who is not provided against Arctic weather and against starvation, nor without ready cash. The well and strong will naturally fare better than the weak. A dozen young men have asked me already about going there. I told them that if a man had a thousand dollars, a good constitution and no wife and children he could go there or anywhere."

"Americans all seem excited by the discoveries. Is this interest likely to last?"

"It may increase. It depends on future reports. I see in it something like the excitement of the early fifties over the gold discoveries of the Pacific coast region. The reports of rich individual finds are likely to continue, and the arrival of every ship loaded with fortunate gold hunters will stimulate the imagination, hopes and desires of the would-be gold hunters. We hear nothing of the failures, you know. One man who is lucky is more talked about than a thousand who fail."

"You think, then, that there are failures even in the Klondike region to-day?"

"My experience is, I think, that about one man in ten used to get on in the mining days in California. I do not mean that one man in ten became a millionaire. I mean made a living and a little more. The thriftless and careless ones go to the wall, while the hard workers, who have a definite purpose in view and who cling tenaciously to it, succeed in mining as in other occupations."

"But, as I said, in placer mining there is a good deal of luck in locating the claim. One man will strike out a great deal and another man nothing."

"Nothing is more uncertain than gold mining, except that the majority of those who go are

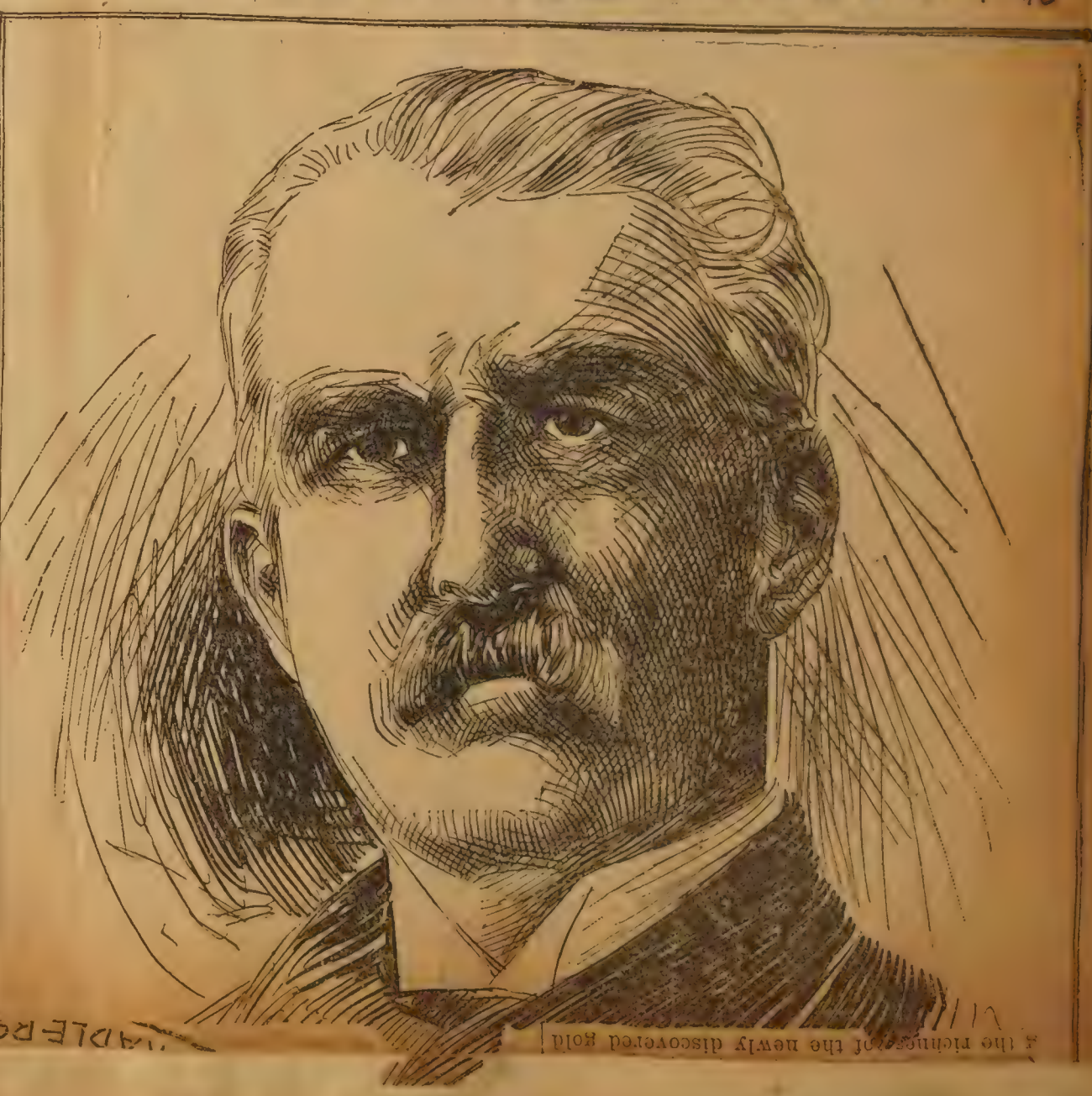


Illustration of the newly discovered gold



It is estimated that 20,000 men have lost their lives hunting for gold in the world. This represents these 20,000 men as a single human figure in exact proportion as to size with the total stock of gold now owned by all nations on the earth.

all parts of the country will be opened. Capital will fly there, for men will brave everything for money."—JOHN W. MACKAY to The World.

new gold fields—both capitalists and would-be prospectors. He answers all of these through the Sunday World. Accompany this man of great fortune and great executive ability to his quiet home uptown and you will see a millionaire of rugged health and boundless wealth contentedly sup upon a single chop, a bit of toast and a cup of tea. He is as much given to plain fare as the Pope, and from choice.

"What will be the fate of those who now rush off to the Yukon district?" I asked Mr. Mackay for The World.

"Many will fail, and all will suffer privations which they little expect. The conditions in the Yukon region are, of course, very different from those in California or Nevada, or any other American mining region. Primitive mining is always difficult, but in California we had a good climate, and I do not recall many instances where men suffered for lack of food. But the young fortune-hunter who went to California from the East, if he exhausted his resources and struck nothing, could at least write back to his folks for money to take him home. In Alaska it is different. For nine months of the year the rivers and lakes are almost impassable. The climate is damp, foggy and miserable. The nearest telegraph and even the nearest post-office is fifteen or sixteen hundred miles away from the gold fields."

DOESN'T DOUBT REPORTS.

"Do you credit the reports of the marvellous richness of the gold fields just discovered?"
"I have no reason to doubt them. I have had great confidence in the mining possibilities in British Columbia and Alaska—have always believed that those frozen, almost inaccessible regions contain heavy deposits of precious metals. Some enormous 'finds' of gold have undoubtedly been made there, and yet we know little or nothing of the possibilities of the country. Think of Williams's Creek, for instance, in the Caribou region

and washing out the red dirt in a simple pan, picking nuggets with their fingers."
"Will the modern mining methods be carried up to the Yukon country?"
"In time, yes. The recent discoveries prove that it is immensely rich. All parts of the country will be opened. Capital will always go where there is a chance for legitimate investment, and transportation facilities will increase as rapidly as the travellers."

ADVICE TO ARSONAUTS.

"What advice would you give to those who are going to the Yukon districts?"
"To prepare for great privations and perhaps utter disappointment. The climate is intensely hot for a few weeks, and dreadfully cold for many months. There is certain to be a scanty supply of

KLONDIKE MARKET PRICES.

Flour, per 100 lbs.	\$12.00 to \$120.00
Beef, per lb.	1.00 to 2.00
Bacon, per lb.	.80
Moose Hams, each	30.00
Moose Hams, per lb.	2.00
Rice, per lb.	.75
Tea, per lb.	3.00
Coffee, per lb.	2.25
Butter, per lb.	2.50
Eggs, per dozen	3.00
Potatoes, per lb.	2.50
Tobacco, per lb.	2.00
Canned Fruit, per can	2.25
Coal Oil, per gallon	2.50
Lemons, each	.25
Oranges, each	.50
Liquors, per drink	.50
Miners' Picks, each	7.00
Shovels, each	\$17.00 to 18.00
Shoes, per pair	5.00 to 8.00
Rubber Boots, per pr.	12.00 to 18.00

NO NIGHT IN THE KLONDIKE NOW.

The Sun Only Sets at This Season
About Half an Hour—
Prices of Living.

San Francisco, July 24.

Yukon climate is the least understood of all that country's characteristics. The gold fields lie on both sides of the Arctic circle, but mainly just below it. The Klondike diggings are furthest South and are about 250 miles below the frigid zone. Days are practically six months long, as are nights. At Circle City, just a little below the Arctic circle, the sun sets for eleven minutes when the day is longest. Its setting at Dawson is but a few minutes longer in midsummer, and there is bright twilight during that period. In spring and fall there is almost constant twilight, and there is bright twilight throughout winter.

Show disappears and the streams open about the middle of June. It is late in June usually when Yukon is sufficiently free from ice for navigation. Then Yukon boats begin their trips, taking up freight and passengers, brought to St. Michaels by connecting ocean steamers of two commercial companies. Then two boats start down the river.

There is more or less talk about the supposed uncertainty of the boundary line between Alaska and the Northwest Territory. The boundary line involved is that of the 141st meridian, and the matter has nothing to do with that other boundary question, the location

of the frontier along the Panhandle of Alaska. From Mount St. Elias north, across the Yukon country, the boundary is decisively fixed at the 141st meridian, and the problem is wholly a simple geodetic one of location and demarkation.

Popular supposition appears to be that the location of the meridian across the new gold fields in Yukon Valley has not been determined and that it is all guess-

"If a man has a thousand dollars, a good constitution, and no wife and children he can afford to go to the Klondike regions."—JOHN W. MACKAY to The World.

work whether a lot of gold beds are in American or British territory. But this is erroneous.

Capt. J. E. Fairbairn, formerly master of the steamer Florence Henry, who went to Alaska in April and returned with a party of Klondike miners on the steamer Portland, says the Yukon country is a sportsman's paradise. Trolling in a boat down the lakes, one can catch trout weighing from two to thirty pounds, while he can go anywhere in the woods and kill moose. The country abounds in the finest bunch grass he ever saw.

EVERY ONE IS HONEST.

"Dawson City," the Captain continued, "lies on low, marshy ground. There are about fifty log cabins in the town, and innumerable tents. Some of the miners live in the latter all winter. It is one of the few places where honesty is the best policy.

"One can hang a sack of gold dust outside of his cabin and it is perfectly safe. One saloonkeeper has \$160,000 in gold in a little shack and he never locks his door."

So far the world has heard only the bright side of

JOHN W. MACKAY.

Klondike life. There is another picture which has been kept in the background, a picture of suffering and even starvation in quest of treasure. Said one of the Klondikers to-day:

"You would find it easier to believe the most wonderful yarns I could tell you of the wealth of the country than some of the hardships I have known many men to undergo. Now you want a great deal and almost forget it if they eventually become rich, but for every man who has returned with a sack of dust there are now one hundred poor devils stranded and starving in that country."

"When I say starving I mean it literally. It seems incredible that a man would see another—his neighbor, at that—slowly dying by inches for want of food and deliberately refuse him a handful of flour or salt or beans, yet that thing is happening every day, and

(Continued on Page Three.)



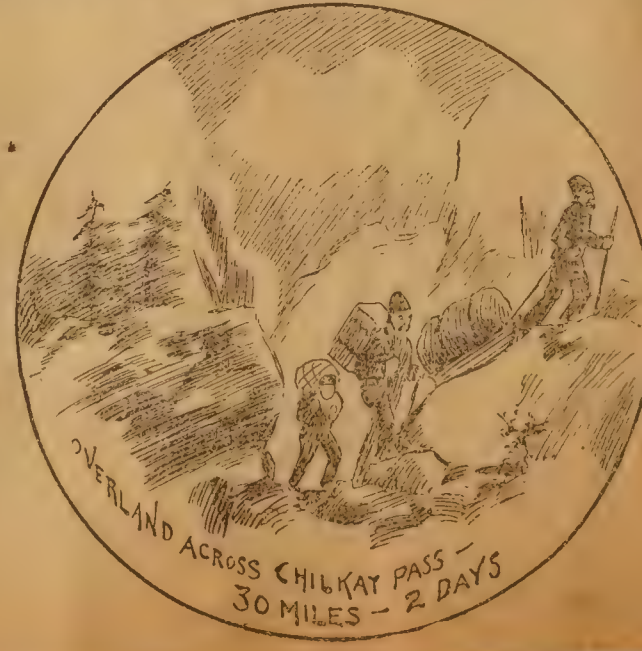
By PARLOR CAR FROM NEW YORK TO SEATTLE—3310 MILES—7 DAYS



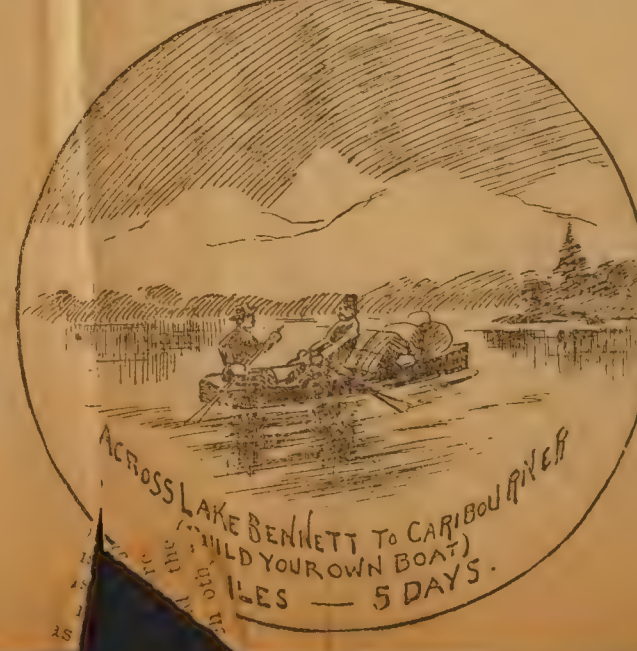
BY STEAMER FROM SEATTLE TO JUNEAU, ALASKA—1000 MILES—4 DAYS



BY STEAM TUG UP LYNN CANAL TO HEALEY'S STORE, BRITISH COLUMBIA—100 MILES—1 DAY



OVERLAND ACROSS CHILKAT PASS—30 MILES—2 DAYS



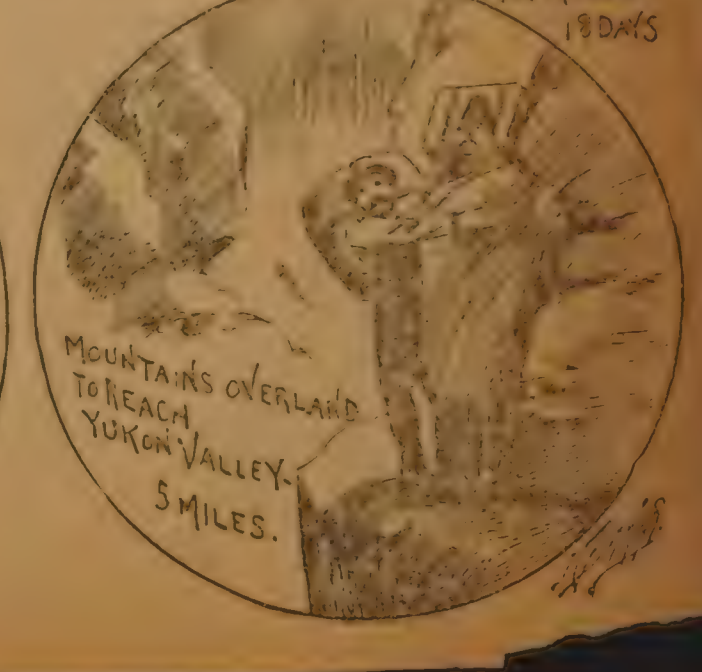
ACROSS LAKE BENNETT TO CARIBOU RIVER (WILD YOUR OWN BOAT)—115 MILES—5 DAYS



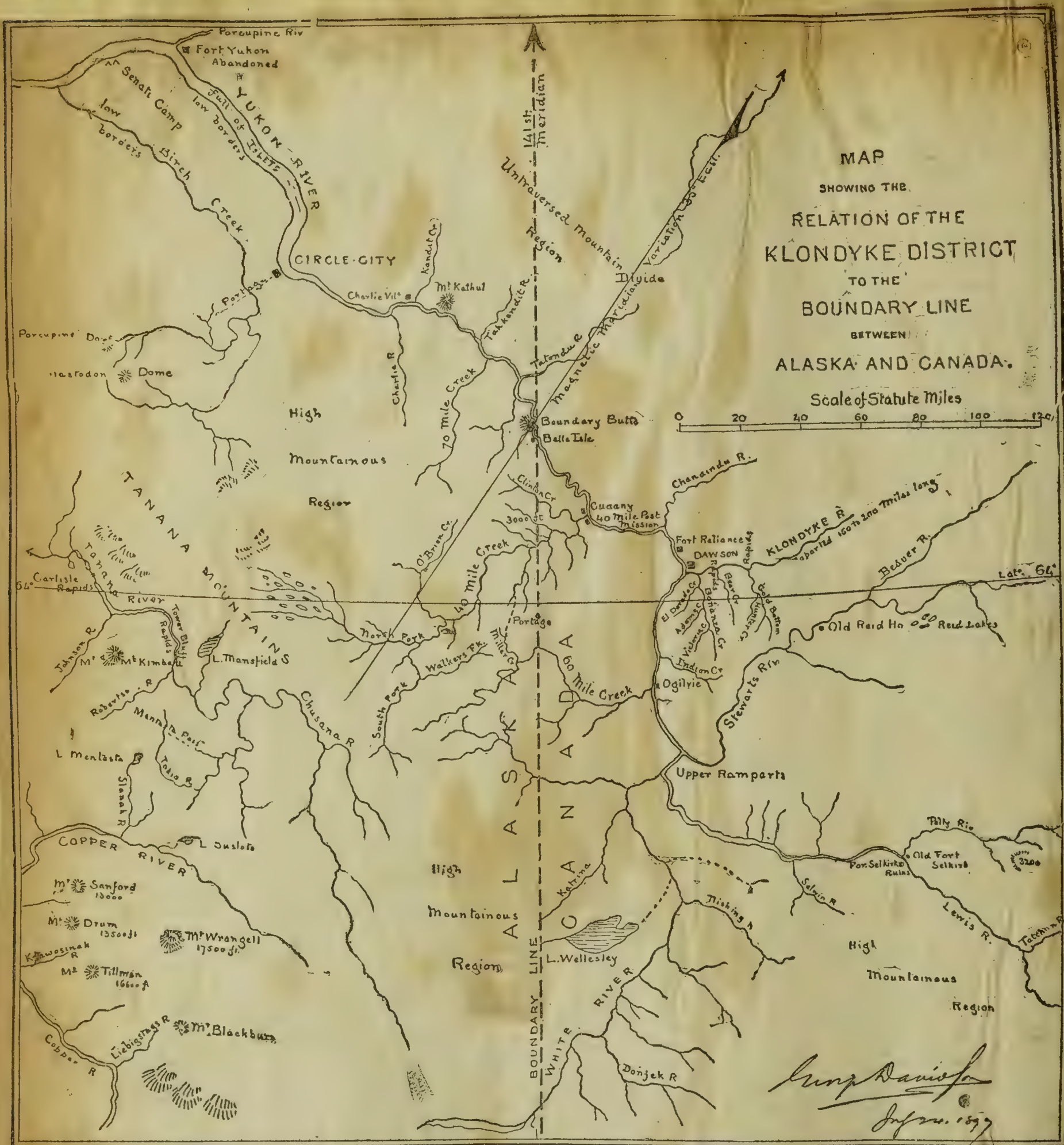
OVERLAND FROM CARIBOU RIVER TO WHITEHORSE RAPIDS—115 MILES—6 DAYS



By WATER AND FOOT ALONG THE LEWIS AND YUKON RIVERS TO DAWSON—461 MILES—18 DAYS



MOUNTAINS OVERLAND TO REACH YUKON VALLEY—5 MILES.



DAVIDSON'S MAP PLACES THE GOLD FIELDS IN BRITISH TERRITORY.

In an article in yesterday's "Examiner" Professor George Davidson discussed the question of possible friction between the United States and Great Britain over the Alaskan boundary line in the vicinity of the Klondyke. He demonstrated that the line is accurately determined. The above map was made by Professor Davidson to illustrate further the status of the boundary question.

The north or meridian line has been definitely determined at three points, one near Mount St. Elias, another at the crossing of the Yukon and the third at the crossing of the Porcupine river. From these points two independent determinations by the United States Geodetic Survey have placed the boundary within the width of a pavement. The doubt as to the Klondyke district being in British Columbia, Professor Davidson thinks, must have arisen from a misunderstanding of the dispute upon the

location of the boundary line south of Mount St. Elias.

Where the Yukon crosses the boundary line its course, which is northwest by north from Fort Reliance, continues in a general direction to the northwest for 235 miles to the deserted Fort Yukon at the mouth of the Porcupine. All that part of the Yukon river to the eastward of the forty-first meridian, and all its principal tributaries come from the southeastward; the principal river under different names reaching within a few miles of the head waters of the Stahk-con. The head waters of the main tributary, the Lewis river, reach into Alaskan territory at the White Pass, the Chilcoot Pass and the Chilkoot Pass, just north of Lynn canal.

The only local dispute, Professor Davidson says, that could possibly arise would be in the Forty-Mile Creek district, because the boundary line crosses sharp, steep mountain ridges of 2,500 and 3,000 feet elevation.



FORTY MILE CAMP NOW ALMOST DESERTED.
(From a Photograph.)

CANADA CLAIMS GOLD

Nashville Post
**Enormous Royalty Demanded
by Government.**

July 28, 1897

ALTERNATE CLAIMS RESERVE

Wharf Piled High with Freight that Could Not Be Taken—Numerous Plans Concocted for Reaching Alaska—Every Available Vessel Chartered—Steamship City of Topeka Leaves Seattle, and the Islander from Victoria, B. C., To-day.

Ottawa, Ont., July 27.—At the close of the second sitting of the Cabinet this evening it was announced that the government had decided to impose a royalty on all placer diggings on the Yukon in addition to \$15 registration fee and \$100 annual assessment. The royalty will be 10 per cent. each on claims with output of \$500 or less monthly, and 20 per cent. on every claim yielding above that amount yearly. Besides this royalty it has been decided in regard to all future claims staked out on other streams or rivers that every alternate claim should be the property of the government, and should be reserved for public purposes and sold or worked by the government for the benefit of the revenue of the dominion.

Departure of Another Steamer.

San Francisco, July 27.—Spear street dock was the scene of more excitement this morning when the steamer State of California sailed for the north than has occurred there for many years. Fully 1,200 people gathered to witness the departure of the steamer, and the departing miners were given an enthusiastic farewell. The wharf was piled high with freight, although the vessel was loaded to her utmost capacity, even the hurricane deck being utilized for the storage of canned goods and other supplies. Three hundred and forty forty-seven people embarked in the vessel, 243 of whom were cabin passengers.

The Alaska Commercial Company's steamer Excelsior, which sailed to-day, will make another trip to Alaska before June of next year. Every berth was taken. Twenty or thirty persons endeavored to secure accommodations for the first trip next June. The company declined to bind itself so far ahead, although a number of applicants were willing to put up a forfeit, and agreed to abide by any terms the company might make for the next year's trip. It would seem as if the limit to transportation facilities alone prevents the wholesale de-

population of this city. Not only old miners, but clerks and professional men and women in hundreds are seeking for transportation to the land of gold.

Will Charter a Ship.

Every day sees some new scheme for overcoming the difficulties in the way of reaching the Klondyke, and the fleet of steamers and schooners pressed into the service is growing steadily. Capt. Herri-man will charter a large sailing vessel to carry a party of sixty. They expect to reach the diggings by the middle of September. Each man will take a ton of provisions, and the trip will cost each \$225. The ship will carry a large lighter, and a seam launch will be used to tow the lighter from St. Michael's to the Klondyke.

The latest rumor from Alaska is of wonderfully rich quartz in large quantities on the Stewart River. Particulars are vague, and beyond the fact that the ledge is a large one and that the rock assays 300, nothing can be learned.

Returned Yukonites deny the story that 2,000 graves at Forty-mile Post tell of the terrible sufferings of gold seekers. F. G. Bowker says there was nobody there to die until something less than a year ago, and since then there have been three deaths.

Two More Steamers To-day.

Seattle, July 27.—The steamship City of Topeka will sail to-morrow from Seattle with 210 passengers. She goes only as far as Juneau, where a majority of the passengers will branch out for the mines. The steamer Islander will sail to-morrow from Victoria for Juneau with over 200 passengers. Nearly all those going on the Islander are from Seattle.

The next vessel sailing from Seattle for Dyea will be the steamer Rosalie, chartered last Saturday for two trips. Already the 150 passengers allowed by the inspectors have been booked for the Rosalie, and twenty more are hanging anxiously about the office, awaiting the chance of some one dropping out at the last moment.

The steamer Edith, chartered by the same parties and also scheduled to sail July 31, will take north sixty horses at \$22.50 a head.

L. M. Turner, who spent eleven years in Alaska and the Arctic regions in the employ of the government said to-night: "It is about time to call a halt on this mad rush to the Klondyke gold fields. Hundreds of men are going as far as they can, relying on others to help them. That help will be meager enough and scores will certainly endure hardships that death alone will relieve. The transportation companies cannot possibly accommodate the number going by way of St. Michael's. The small river steamers will not afford room for one-third the number going by that route. The provisions will have to be furnished by the transportation companies, and two-thirds of the passengers will board at St. Michael's or along the Yukon and they will not see Dawson City until next spring. Many of those who go by way of Dyea will be compelled to winter at the headwaters of the Yukon.

Gen. Shafter Ready to Send Troops.

In response to a telegraphic inquiry as to whether he could spare a full company of infantry for the establishment of a post at Circle City, Alaska, for the protection of American interests, Gen. Shafter, commanding the Department of California, has notified Secretary Alger that a company could easily be organized at twelve hours' notice for service in Alaska, and asked for full instructions.

Gen. Shafter is prepared for an order to dispatch his company north immediately, in order that it may reach the Yukon before navigation closes. He expressed the opinion that the company would leave here in a special train for Portland, Oreg., and that it will probably be joined there by a company from the Department of the Columbia. The officers to accompany the company will be a Major, Surgeon, Captain, and two Lieutenants, all of whom have been selected from the volunteers.

Until final instructions arrive and the matter has been finally settled officially, Gen. Shafter declines to state what company of his regiment has been chosen or by whom it will be commanded.

Instructions were received from Washington this evening directing Col. Moore, quartermaster of the Department of California; Col. Egan, commissary, and Dr. Middleton, medical purveyor, to have

in readiness by to-morrow night the necessary supplies and equipments for sixty men for eighteen months. Dr. E. L. Edle, chief surgeon of the department, was ordered by the Surgeon General to leave San Francisco with two hospital stewards and attendants in time to take the steamer for Alaska at Seattle on August 5. He will be the surgeon in charge at the new military station to be established near the gold mines.

Mrs. Gage Says No Danger of Famine.

Chicago, July 27.—Mrs. Eli Gage, daughter-in-law of Secretary of the Treasury Gage, reached her home in this city to-day, after a three months' stay in Alaska with her husband, who represents the North American Trading Company at Dawson. Mrs. Gage says the reports of the rich harvest of gold are not exaggerated. While admitting that hardships are to be encountered, she declares that there is no danger of famine during the coming winter.

A special train carrying 150 gold-seekers will leave this city Saturday en route to Klondyke. They will charter a steamer in San Francisco and load it with a year's supplies for the party. Three steam launches will be taken to transport them up the Yukon. The tourists will live on board the launches until spring.

Vancouver, B. C., July 27.—It is reported that the Dominion government has decided to place a royalty on all gold mined in Canadian territory and that a corps of officials will leave here for the Yukon to enforce this decision. It is probable that the Canadian government will build a telegraph line from Lynn Canal to the Klondyke.

The Dominion government is to send eighty-five additional mounted police to Klondyke, their being twenty-five there. The men will leave Victoria on a Pacific steamship in a few days. They will go in from Dyea, traveling light.

AUTHORITY IN KLONDYKE.

President and Cabinet Disturbed by Legal Complications.

Legal complications which have presented themselves may yet intervene to prevent the detail of a company of United States troops to Alaska to assist in maintaining the peace in the Klondyke region. These complications presented themselves as soon as the subject was first broached, and have been the source of some annoyance to the officials who feel that a law-preserving body of men is essential to the well-being of the people who are flocking to the gold country.

No doubt appears to be entertained of the power of the President to send a company of soldiers, but the question raised is just what authority they will have after being located there. Can they be ordered out to quell disturbance without an order from the President? Can a Judge of a court or a marshal be clothed with authority to dispatch the soldiers to the scene of trouble? Even if this power rested with the Governor of Alaska he is located at Sitka, a great distance from the gold region, and by the time his authority could be obtained the harm would be done.

The question was the principal topic at the Cabinet meeting, and it was also discussed by the President and Secretary Alger at the White House last night. No decision was reached. Secretary Alger thinks the matter will be settled before the President's departure from the city to-day. The President and his Cabinet hope that a satisfactory conclusion may be arrived at so that a detachment of soldiers can be sent to the Territory.

Secretary Alger already has made the necessary preparations for carrying out at once the plans to establish the post.

The commander of the troops will be Capt. P. H. Ray, a man well known for his soldierly ability and with a fine reputation as a leader of expeditions, having established the United States relief station at Point Barrow, the farthest north in Alaska. He wintered at this exposed and frigid place, and is well acquainted with the wants of the projected expedition. Capt. Ray at present is at Fort D. A. Russell in Wyoming. It is probable that he will be joined in the expedition by Capt. Abercrombie, who volunteered Monday by telegraph for such service. The latter said he had sixty picked men for the service, and the department may avail of these to make up the quota of fifty men, which will constitute the garrison of the new post.

The post itself will be established near Circle City. The North American Transportation and Trading Company has offered to transport the troops to Alaska and to land them at their destination for \$150 per man and \$80 per ton for freight. The steamer will sail from Seattle on August 5, the latest date that will ensure the safe arrival of the party at Circle City before the winter season begins. The steamer will proceed to St. Michael's, and there will transship to a river steamer.

Orders have been sent to San Francisco to provide everything necessary in the way of ample supplies of food and heavy winter clothing, and an order has been telegraphed to Philadelphia to send along a number of tents of a new description constructed to keep out the cold of arctic winds.

Just before the assembling of the Cabinet a messenger from the War Department was let into the room, carrying a package of smokeless powders. The powder was in various shapes to fit it for special uses of the army, and Secretary Alger gave the Cabinet members a short talk upon the development of this new war material by the Ordnance Department of the army.

Lawless characters had made their appearance at Juneau, attracted by the rush to the Yukon gold fields, and the Federal authorities of Alaska feared trouble from them. The matter has remained in abeyance, but the rush to the Klondike has again brought it to the attention of Secretary Alger, who has also been urged by several prominent men to make some provision for protecting the interests of the United States in that sparsely settled country.

A rather sensational suggestion has been made by men whose standing makes it certain that they will receive consideration, that United States troops be directed to take possession of the new gold fields pending the settlement of the boundary dispute. As the Klondike region appears to be entirely in British territory there is practically no likelihood that the advice will be followed.

Alaska business men are urging Secretary Alger to establish a military post near the British Columbia boundary, about 250 miles west of Klondike and 2,200 miles up the Yukon River. "We fear that any attempt on the part of the Canadian police to prevent American miners from working claims on the British side of the line will result in rioting and loss of life," is one of the reasons advanced by those who want the post erected.

A consideration that has occurred to the War Department is that the soldiers who may be sent there are likely to become impregnated with the Klondike craze, resulting in many desertions to the new Eldorado. The department officials think this may be avoided by allowing half the troops to go to the fields every other year, and are discussing the advisability of making such an arrangement, provided the Secretary decides that a post is necessary.

One officer, Capt. W. R. Abercrombie of the Second Infantry, has volunteered for service in Alaska. He telegraphed Secretary Alger to-day from Fort Harrison, Mon., that he would like to go to the territory with sixty picked men from his regiment. Capt. Abercrombie made a request that he be allowed to report personally to the Secretary of War to explain his views. If the post is to be established this season the Administration will be obliged to act quickly, as the Alaska winter will soon begin.

The probabilities are that Secretary Alger will recommend the step to the President. There is some doubt as to the right of the Executive to authorize its establishment without permission from Congress and that question has been referred to the Attorney-General for an opinion. Army officers on duty at the War Department familiar with the law on such matters said to-day that the appropriation for the maintenance of the army could be used to construct the post without authority of Congress.

The question of transporting troops to the proposed site of the post has already been discussed and settled by the War Department. The route agreed on as the most feasible is up the Yukon by steamer and then overland on foot. Army officers, who are much interested in the scheme, think there is yet time to do his before the winter sets in. A company of infantry will command the post if it is established.

SUSPENDED THE ORDER

Star, Natchez, DC

Complications Arise Regarding the Control of Troops in Alaska.

July 28 1897

Consultation Between the President and Secretary Alger—Nothing May Be Done Until Spring.

Legal complications which have presented themselves have intervened to prevent the detail of a company of United States troops to Alaska to assist in maintaining the peace in the Klondyke region. These complications presented themselves when the subject was first broached, and have been the source of some annoyance to the officials, who feel that a law-preserving body of men is essential to the well-being of the people who are flocking to the gold country. No doubt appears to be entertained of the power of the President to send a company of soldiers, but the question raised is just what authority they will have after being located there. Can they be ordered out to quell disturbance without an order from the President? Can a judge of a court or a marshal be clothed with authority to dispatch the soldiers to the scene of trouble? Even if this power rested with the governor of Alaska, he is located at Sitka, a great distance from the gold region, and by the time his authority could be obtained, the harm would be done.

The question was discussed by the President and Secretary Alger at the White House last night and this morning, with the result that the order for the dispatch of a body of soldiers to Alaska by the steamer leaving Seattle August 5 was canceled. There will be but one more opportunity to move the troops to Alaska this season, by the steamer sailing August 20.

Klondike and Other Names.

The newspapers are printing, nowadays, an unusual number of place names in Alaska and the adjoining regions. Some of the most prominent names appear under a variety of spellings, for which, in most cases, there is really no good reason; for the orthography of Alaskan place names has, in recent years, received much attention from our geographers, and especially from our Government Board on Geographic Names, which, in all our Government maps and other publications at least, has brought order out of the great confusion in Alaskan nomenclature.

Mr. GOODRICH of our Geological Survey party, which studied the Yukon gold fields last year, has written to THE SUN that the still unpublished report of the party gives "Clondike" as the name of the river that is now the centre of interest. When the editor of the Geological Survey documents has the report ready for publication, it is safe to say the name will not begin with a capital C. Klondike is the white man's version of an Indian expression, and in the hundreds of Indian and foreign names in Alaska and elsewhere upon whose spellings the Board on Geographic Names has passed since 1890, there is not one name in which the letter C has been used except to represent the soft sound of that letter. The orthographic rules of the board, printed on page 9 of its first report, say that in foreign and aboriginal names "C is always soft and has nearly the sound of S, as in Celebes," and "K should always be used for the hard C."

Some of our newspapers spell the name "Klondyke," using "y" as a vowel. This is entirely contrary to the precept and practice of all the leading geographical societies and of our board. In none of the spellings of the hundreds of Indian names which have in recent years been unified in our Government publications has the letter Y been employed as a vowel; and the rule of the board says that "Y is always a consonant, as in 'yard,' and therefore should not be used for the vowel I."

The purpose in all proper spellings of aboriginal words is to convey, approximately, the native sound. In accordance with the best geographic usage at home and abroad, the name of the river which is now on every one's tongue should be spelled "Klondike."

The rub with regard to the letter C of course applies in the case of such names as Chilkoot Pass and Chilkat Pass, these spellings being the prescribed usage in all our official publications, though just now, both names are being widely misspelled in the newspaper press.

For about eight years the orthographic rules adopted by the leading geographical societies have agreed in rejecting the possessive case in many names. Baffin's Bay and Hudson's Bay, for instance, no longer appear in geographical periodicals nor on the best maps. Baffin Bay and Hudson Bay is the accepted usage. The rule applying to this matter, adopted by our Board on Geographic Names is: "The possessive form should be avoided whenever it can be done without destroying the euphony of the name, or changing its descriptive application." So "Cook Inlet" and "St. Michael" now appear in all our Government publications, though "Cook's Inlet" and "St. Michael's" are still current in many newspapers.

The rules adopted by the various sources of geographical authority have, within a few years, greatly lessened the confusion due to various spellings of the same place names. The evil is by no means abolished yet, but the tendency is toward uniformity in geographical orthography based upon common sense principles.

MILITARY POST IN ALASKA.

July 27 1897
Secretary Alger Urged to Establish It Near the British Columbia Boundary.

WASHINGTON, July 26.—One probable result of the Klondike excitement will be the establishment of a United States military post in Alaska, somewhere along the route to the newly discovered gold fields. Secretary Alger is considering the matter and is said to be favorably disposed. Several months ago some of the Federal officers of the Territory had a talk with Secretary Alger and Secretary Long about establishing a military post at Juneau, or sending a gunboat to that vicinity, and assurances were given by the Cabinet officers that one or the other of these requests would be granted.

THE ELDORADO OF THE NORTH.

Wash. Post, National Intelligencer, July 29, 1896

Marvelous Stories of Placer Discoveries on the Klondyke—A Rush to the North—How Mining is Done on the Yukon. International Complications—The Routes into the Gold Fields—Previous Discoveries on the Yukon—The United States Government Survey.

A NEW ARGO SAILS THE PACIFIC.

A steamer arrived at Seattle, on Puget Sound, on the morning of the 17th inst., bringing tales of discovery of gold in Alaska which, when spread throughout the country by telegraph, created in a single day a more intense interest than any story of the finding of quick fortune since the days of the Argonauts in 1849. The steamer was freighted with returning travelers from the gold regions at Klondyke Creek, on the Upper Yukon River, and they brought with them over a half million dollars' worth of gold-dust piled in the Captain's cabin in buckskin bags.

Three days later a second steamer arrived at San Francisco with more passengers, more gold, and more stories of fabulous wealth in the frozen North. This steamer brought about a million and a half dollars' worth of

dust, which was taken to the United States Mint and bought by telegraphic order from the Treasury Department.

Immediately the outgoing steamers from both Puget Sound and San Francisco were crowded with applications for passage for the Northern Eldorado. The people of the Coast, and especially those of California, are particularly susceptible to fascination by stories of mining prospects. It was no wonder, therefore, that the Coast at once went wild. People living in the rest of the country, however, not educated up to the idea of digging money out of the ground, are less easily aroused, but in this case the furor seems to have spread throughout the East, and before the reports from Seattle and San Francisco were 24 hours old New Yorkers and Chicagoans were discussing syndicates, organizing companies, chartering steamers, and preparing for a wholesale rush for our Arctic province. It looks as though the gold excitement which worked London to a fever heat three years ago on account of the discoveries on the Rand in South Africa would be repeated, and we may anticipate an era of wild speculation in gold-mining stocks.

According to the story which comes from returning miners, the bonanza belt on Klondyke Creek was struck last August by a man named George McCormick, a poor miner, who has been living with Alaska Indians, and goes by the nickname of "Siwash George."

It may be stated, in parenthesis, that instead of calling Indians "bucks" and "squaws," as the plainsmen do, the Indians of the Northwest coast are called "Siwash" and "Klutchmen."

The first claim was staked out on Bonanza Creek, a small stream emptying into the Klondyke, on Aug. 17, 1896, and since that time 800 claims have been located up to the date of the departure of the steamer down the Yukon River June 19. Where a year ago was nothing, there is now a city.

named Dawson, having over 2,000 inhabitants, with all the attractions and characteristics of an old-fashioned mining town. This population has been drawn from other points on the Yukon, principally from Forty-Mile and Circle City. The existence of the rich placer was unknown outside of Alaska, last Spring, and therefore the rush from the world at large had not begun when the returning miners left.

According to reports, the region yielded in the clean-up this past Spring something like \$3,000,000, and, according to the best information obtainable from various sources, the area where other rich finds are likely to occur is vast in extent, and many predict that next Spring, with the crowd that is going in, not less than \$50,000,000 in gold-dust may be expected. Very little prospecting was done this Summer, because all the men there were either engaged on their own claims, or were working at \$15 a day for those who had struck it rich. It is said that there was work in May and June in the Klondyke region in washing gravel for 5,000 men; if they had been on the ground.

The placer belt discovered by McCormick stretches from 35 to 100 miles east of the Alaska boundary, and is in the Northwest Territory belonging to the Canada.

The returning Argonauts say that they have nine months of Winter; that last Winter the thermometer fell to 68 degrees

below zero, with about three feet of snow. They say there is very little food to be obtained in the country, and that all supplies to sustain life must be taken in by one of the two routes which will be described further on. There is doubt expressed also as to whether flour and canned vegetables in sufficient quantities can be taken into these remote regions during the short time that remains this season to sustain the thousands who are bound for the gold region. In Summer, which lasts but three months, the weather is sultry and hot. When the returning party left, June 19, they reported the grass to be luxuriant, flowers in bloom in great abundance, and myriads of musketos that make life almost unendurable.

It will be remembered that in Midsummer, at this high latitude, the sun shines almost continuously day and night, there being

only two or three hours of darkness about midnight. This continuous sunshine acts like a hothouse to raise the temperature and force vegetation.

HOW MINING IS DONE.

The system of mining in the placer gold fields of the Yukon is extremely laborious and difficult. The very low temperature of the Winter results in drying up the mountain creeks, which, during the Summer, are torrents from the snows melting on the peaks under almost continuous sunshine. When the creeks dry up in the Winter the gravel bed over which they run

freezes solid to a depth of about 40 feet. The miners thaw it out by building huge fires, which, after burning a day, will thaw the ground to the depth of about a foot. The gravel and sand thus softened is then thrown out, and another fire built, the work being continued until a shaft has been sunk to the bottom of the gravel bed, where the gold lies in dust and nuggets.

With the assistance of fires built at the bottom of the shaft tunneling is carried on under the frozen gravel and the pay dirt is taken out all Winter long and piled up on a dump, waiting for the renewal of water in the streams in the Spring with which to wash it, by means of rockers, sluices or pans.

There is, therefore, intense suffering and hardship to be endured in carrying on this work at such low temperature and with insufficient food and shelter. All the miners who have come out with bags of dust, varying from \$10,000 to \$150,000, each tell thrilling stories of the horrors of the region, and are satisfied not to return and risk their lives again.

INTERNATIONAL RELATIONS.

Fortunately for the good temper of the people of the United States and Canada respectively, the boundary line between the Northwestern Territory, which belongs to the Dominion of Canada, and Alaska crossing the gold belt is not a mountain chain, a river, or any other natural delimitation, but a meridian of longitude. Under the treaty between the United States and Russia, by which we purchased Russian America, or Alaska, the boundary from the Arctic Ocean to Mt. St. Elias follows the 141st meridian of longitude west from Greenwich. The settlement of the boundary, therefore, is wholly a question for the astronomers and geographers, and not within the meandering labyrinth of diplomatic negotiation.

Canada has an alien labor law, under which foreigners may not take up and work mines without restriction. No doubt an effort will be made to enforce this law, and the Americans who are rushing into Klondyke will either be obliged in time to abandon such claims as lie within British territory, or become subjects of Great Britain.

There are other complications, however, not so easily disposed of, because the headwaters of the Yukon are in British territory, while the main river is American, and international regulations as to navigation, especially in a remote region, are always likely to create friction.

There are rumors also of grave dissatisfaction among the miners with the proposition reported to be under consideration by the Canadian Government to prohibit gold-dust from being taken out of the country and brought to the United States, as has been the case this season. The Dominion Ministry, it is understood, threatens to reinforce the Canadian police along the boundary in the gold-belt, and place officials in charge of all points of exit, who will assay and weigh up all bullion in the possession of miners, and pay for it in Canadian scrip. Inasmuch as nine-tenths of the miners are citizens of the United States, a collision with Canadian authorities is threatened.

Naturally, there is a good deal of intemperate discussion, and among other things a revolution has been proposed, by means of which the miners threaten to proclaim themselves independent of the Canadian Government; to erect a territory of their own to be called "Klondyke," and raise the American flag. It is not to be assumed, however, that the Canadian Government will proceed to such extremities as to in-

vite a collision, and it is confidently expected that cooler and wiser counsels will prevail, and that by liberality on the one side, forbearance and natural respect for law on the other, trouble will be averted.

Still more perplexing is the boundary difficulty south of Mt. St. Elias, across which runs one of the routes to the Yukon placer district, but this controversy only indirectly affects the mining problem.

THE ROUTES INTO THE GOLD FIELDS.

There are two ways now to enter the region: One is by steamer from San Francisco or Seattle across the Northern Pacific Ocean past Onnalaska into Bristol Bay, an arm of Bering Sea, and up St. Michaels on the Yukon delta. A ticket from the Pacific Coast to St. Michaels costs \$150, according to last reports. At St. Michaels a change is made to one of the river steamers belonging to the Alaska Commercial Company, or the Northwest Company, and a journey of about 1,800 miles by river is made up the Yukon to the point desired.

The other way is much shorter, but more difficult. By this second route the Pacific Coast Line steamer is taken at Seattle, Port Townsend or Victoria, for Juneau in southeastern Alaska, where a mining outfit may be secured and arrangements made to be taken up Chillcoot Inlet through Lynn Channel and Chillcoot River to the portage across the mountains, where Indians are employed as packers to cross from Dyea to Summit, carrying about 100 pounds each. This portage requires three or four days, when a series of lakes and streams are struck, by means of which the adventurers are floated down to the Yukon by rafts which they construct for that purpose. This route is over a very rough country, broken by canyons and glaciers, while the rivers are interrupted by dangerous rapids.

Secretary Gage, after consultation with the President, last Friday designated Dyea as a sub-port of entry and vessels may, therefore, go there direct, if they choose, instead of stopping to enter at Juneau. Inasmuch as haste is the controlling element in a rush to a gold country, undoubtedly Dyea will become the center for landing and outfitting parties crossing the mountains to the headwaters of the Yukon by this route.

There is another pass by way of Chillcoot Inlet, but this is several days longer, and, according to reports, not so favorable as the one by Chillcoot Inlet. Recent reports also name a new pass by way of Chillcoot Inlet, called White's pass, said to be easier than the old Indian trail, but it does not appear upon any maps yet published with sufficient detail to say anything about it. It seems doubtful, however, if any way over the mountains can be found more accessible than the old Indian trails, because all over this continent, from Mexico into the British possessions, the engineers who have constructed railroads have found that the red men had already adopted the best routes across mountain barriers.

PREVIOUS DISCOVERIES IN THE YUKON VALLEY.

Considering the length of time we have owned Alaska, and the large population of the Pacific and Mountain States, habituated to mining enterprises, the Alaskan gold field has not been opened very promptly. This is no doubt in a great measure due to the fact that immediately after the close of the war, when we acquired the Russian province on this side of the Pacific, the attention of the mining world was diverted to the great silver discoveries in the mountain region. The Bonanza mines of Nevada,

followed a few years later by the wonderful discoveries of the carbonate ores at Leadville, and still later the marvelous finds of precious metal about Butte, in western Montana, served to occupy our mining talent at home. Then, too, the interior of Alaska was practically inaccessible, and the long Winters and scant food supplies of the country still further deterred exploration. It is true that the location of the famous Treadwell mine, on Douglass Island, near Juneau, and the work of the Alaska Commercial Company at Unge, attracted wide attention. But these were quartz mines, requiring enormous capital and vast machinery, and such enterprises did not appeal to the empty-handed fortune-seeker. The net result has been, therefore, that until quite recently all efforts have been bent toward operations along the coast of Alaska, where the climate is mild, the Winters less long and tedious, and communication with the outside world less difficult.

Mining in the Yukon district of British America and Alaska dates from 1885. Two men who were prospecting on the Stewart River, which puts into the Yukon some 600 miles below Fort Selkirk, took out of the gravel drift in the river bars about \$25,000 worth of gold during the short Summer season. Great excitement resulted from the report, and the next year over 100 miners entered the Stewart River Valley in search of the precious metal. Some succeeded fairly well, but the finds were not sufficiently rich to cause the gold fever to spread. In 1887 discoveries were made lower down the Yukon, which drew the entire population away from the Stewart, and since that time this stream has not been worked. The new discoveries of 1887 were on the waters of Sixty-Mile Creek and Forty-Mile Creek, whose outlets into the Yukon are 100 miles apart, although in their upper course their watersheds are very close together. The names of these streams originated from the fact that Sixty-Mile Creek empties 60 miles above, and Forty-Mile Creek 40 miles below old Fort Reliance, which, away back in the 60's, was a prosperous trading post of the Hudson Bay Company, but at the present time is only a small miners' camp. These two creeks are, in fact, good-sized rivers. Forty-Mile Creek is about 200 miles long and rises with many branches in American territory, but 23 miles above its mouth it crosses the 141st meridian and lies on British side of the line.

Before the discovery of the Klondyke the tributaries of Forty-Mile had shown the richest results. This river gave its name to the district. Like all the mines up to this time discovered in the Yukon Valley, these were placers. Some very productive streams, however, were feeders of Sixty-Mile Creek and wholly within British territory. At the mouth of Forty-Mile a town was built, to which the same name was given, and for six years this was the center of mining operations in the Yukon Valley.

A couple of years ago, however, word was brought by a half-breed that gold had been discovered on the headwaters of Birch Creek, which is a large stream 300 miles long flowing into the Yukon where the great river crosses the Arctic circle. Another stampede followed and Circle City was founded as a base of supplies at a point 150 miles below Forty-Mile and 900 miles from the source of the Yukon; situated only 75 miles south of the Arctic circle. The Birch Creek district lies entirely within American territory, and it soon equalled Forty-Mile and last year outstripped its rival, producing nearly a million dollars. Circle City, the headquarters of this district, had a population of 900 people last Summer.

Last season other discoveries were made in American Creek, and in the lower Yukon in Minook Creek. Both of these were in territory of the United States. Up to this time, therefore, mining on the American side of the line had far surpassed anything on the Can-

adian side and the early discoveries on Stewart Creek were well nigh forgotten. Suddenly, in the latter part of the Summer of 1896, however, the news of the great finds at Bonanza and El Dorado Creeks, tributaries of the Klondyke, was received, and the tide set in toward the new country across the Canadian frontier. Bonanza Creek enters into the Klondyke about three miles above its mouth. Here it is that last August "Siwash George" McCormick, who was waiting at the Indian village for salmon to run up, discovered the gold, having gone out to prospect simply to kill time. The Indian village at the mouth of the river did not number over 100 souls; poor wretches whose life depended, year after year, upon the arrival of the salmon in the stream which they called Throddjuk, or "Water with Plenty of Fish." This was the native name for the stream which the miners have corrupted into "Klondyke."

In the stampede that followed the report of McCormick's find two veteran Yukon traders went with the miners and started out in the real estate business. Their names were Harper and La Du. They laid out the little Indian village into a town, which, in honor of Dr. G. M. Dawson, the Canadian scientist, they named Dawson City. This place, which, according to last reports, had over two thousand residents, is less than a year old, and is the present center of the gold excitement. A letter has been received this week from Dr. Sheldon Jackson, written from St. Michaels, confirming the news from the Yukon, and expressing the opinion that he would have to close the schools at Forty-Mile and Circle City, because the people had deserted these places for Dawson City. Although the Klondyke region is in British territory, and the Bureau of Education, which Dr. Jackson represents in Alaska, will not open a school at Dawson, yet he will go on to the region before returning to Washington at the close of the present season.

It may be stated, by way of explanation, that the United States Government maintains some 20 schools in the territory, for both natives and whites, although the appropriation recently has been cut from \$50,000 to \$30,000 a year, and the means are very meager for the work scattered over so vast a district.

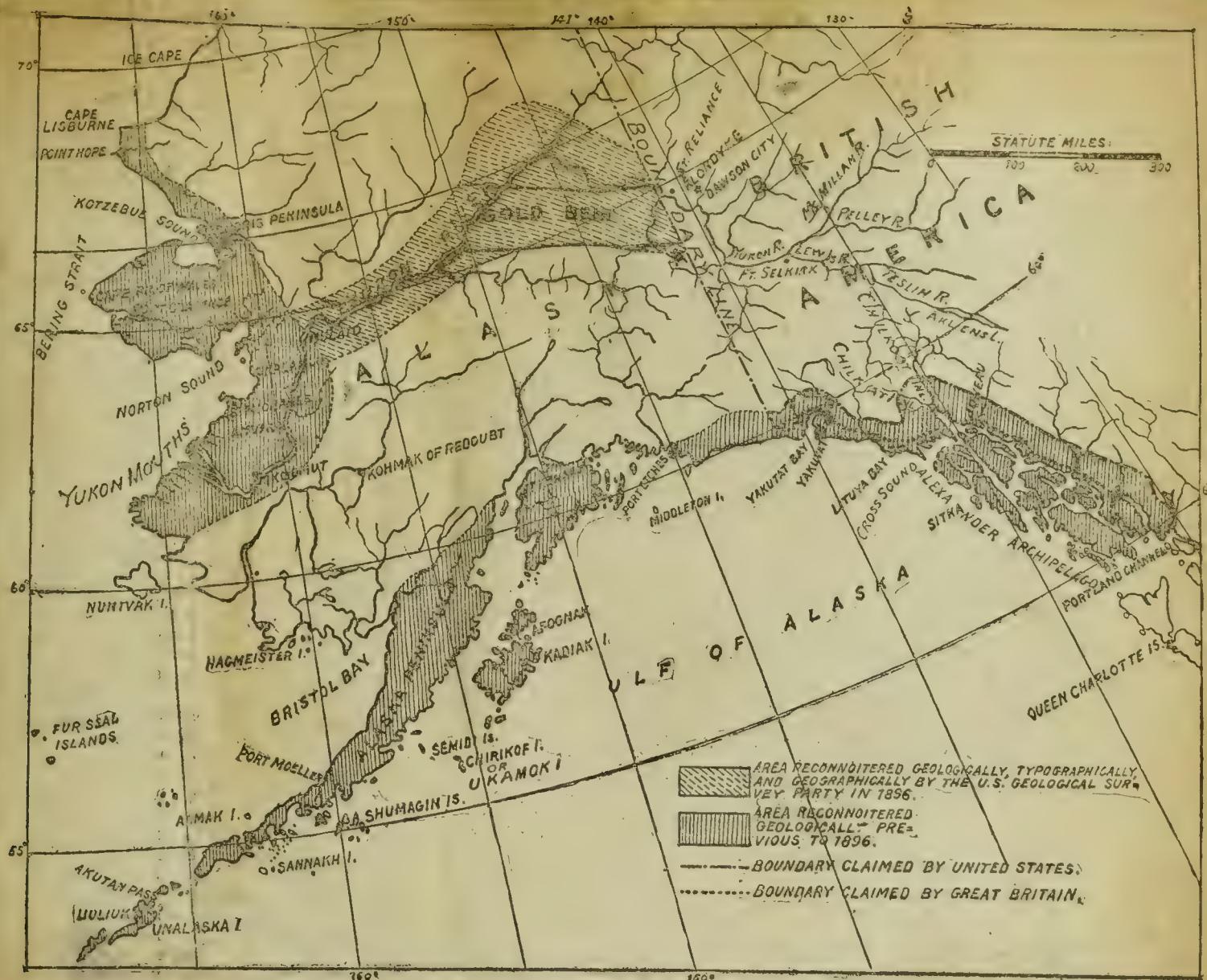
Dr. Jackson has had charge also of the effort to colonize Alaska with the Siberian reindeer, of which we now have five herds, aggregating some 1,500 animals. It is his intention to take a band of the deer up the Yukon this Summer, and introduce their use as pack animals from the river to the mines in the interior. They are the only domestic animals who find natural food in sufficient abundance the year round in northern Alaska. They are supplied by a bountiful growth of reindeer moss, such as is indigenous in Siberia and Lapland. It is estimated that the tundra and valleys of Alaska furnish forage for a herd of not less than several million deer.

The mineral laws of the United States extend over Alaska. Under their provisions one person may take as many claims as he may discover, 1,500 feet long, running along the course of the creek, or vein, not to exceed 666 feet wide. And he may hold these claims by doing work upon each to the value of at least \$100 a year for five years, when a patent will be issued upon the requisite proof that the law has been complied with. On British territory, however, the case is different, and each person may only stake out and hold a single claim.

THE UNITED STATES GOVERNMENT SURVEY.

The Director of the United States Geological Survey, having a small appropriation from Congress, sent a party to Alaska in 1895, and caused a running survey to be made of the Coast region, and with a few thousand dollars, balance unexpended in the Coast operations, he sent a party to make a reconnaissance in the Yukon gold field, by way of the Chillcoot Pass, and thence down the river. The party traveled several hundred miles; and, although the country was found to be badly broken, and covered with moss and bushes, making geological investigation very difficult, a hasty survey of about 30,000 square miles was made and the general extent of the gold belt determined, which is shown by the shaded parallel lines upon the accompanying map.

The preliminary report of this survey shows that the gold belt enters American territory near the mouth of Forty-Mile Creek, extend-



GENERAL MAP OF ALASKA, SHOWING LOCATION OF YUKON GOLD BELT AND THE KLONDYKE.

ALASKAN CLIMATE

Nashville Star, July 30
Official Report Made by Chief of the
Weather Bureau *1897*

MANY INTERESTING STATISTICS GIVEN

Rainfall, Temperature and Other
Details of Klondyke Region.

THE CLIMATIC CHANGES

Chief Willis L. Moore of the weather bureau, under direction of Secretary of Agriculture Wilson, has prepared a report on Alaska's climate, many interesting statistics being given as to rainfall, temperature and other details of the Klondyke region.

The report states that the general conception of Alaskan climate is due to those who follow the sea, which is not strange, considering the fact that the territory has a shore line extent of over 26,000 miles. The natural contrast between sea and land is tremendously increased by the current of warm water flowing on the coast of British Columbia. One branch tends northward toward Sitka, thence westward to the Kadiak and Shumagin Islands. The climates of the coast and the interior are unlike in many respects, and the differences are intensified in this, as perhaps in few other countries, by exceptional physical conditions.

Distinct Climatic Division.

The report continues as follows:

"The fringe of islands that separates the mainland from the Pacific ocean from Dixon sound northward and also a strip of the mainland for possibly twenty miles back from the sea, following the sweep of the coast, as it curves to the northwestward to the western extremity of Alaska, form a distinct climate division which may be termed temperate Alaska. The temperature rarely falls to zero; winter does not set in until December 1, and by the last of May the snow has disappeared except on the mountains. The mean winter temperature of Sitka is 32.5, but little less than that of Washington, D. C. While Sitka is fully exposed to the sea influence, places farther inland, but not over the coast range of mountains, as Killisnoo and Juneau, have also mild temperatures throughout the winter months. The temperature changes from month to month in temperate Alaska are small, not exceeding 25 degrees from midwinter to midsummer. The average temperature of July, the warmest month of summer, rarely reaches 55 degrees, and the highest temperature of a single day seldom reaches 75 degrees.

"The rainfall of temperate Alaska is notorious the world over, not only as regard the quantity that falls, but also as to the manner of its falling, viz. in long and incessant rains and drizzles. Cloud and fog naturally abound, there being on an average but sixty-six clear days in the year.

Land of Striking Contrasts.

"Alaska is a land of striking contrasts, both in climate as well as topography. When the sun shines the atmosphere is remarkably clear, the scenic effects are magnificent; all nature seems to be in holiday attire. But the scene may change very quickly; the sky becomes overcast; the winds increase in force; rain begins to fall; the evergreens sigh ominously, and utter desolation and loneliness prevail.

"North of the Aleutian Islands, the coast climate becomes more rigorous in winter, but in summer the difference is much less

marked. Thus, at St. Michaels, a short distance north of the mouth of the Yukon, the mean summer temperature is 50 degrees, but 4 degrees cooler than Sitka. The mean summer temperature of Point Barrow, the most northerly point in the United States, is 36.8 degrees, but four-tenths of a degree less than the temperature of the air flowing across the summit of Pike's Peak, Col.

"The rainfall of the coast region north of the Yukon delta is small, diminishing to less than ten inches within the arctic circle.

"The climate of the interior, including in that designation practically all of the country except a narrow fringe of coastal margin and the territory before referred to as temperate Alaska, is one of extreme rigor in winter, with a brief, but relatively hot summer, especially when the sky is free from clouds.

"In the Klondyke region in midwinter the sun rises from 9:30 to 10 a.m. and sets from 2 to 3 p.m., the total length of daylight being about four hours. Remembering that the sun rises but a few degrees above the horizon, and that it is wholly obscured on a great many days, the character of the winter months may easily be imagined.

Mean Temperature.

"We are indebted to the United States coast and geodetic survey for a series of six months' observations on the Yukon, not far from the site of the present gold discoveries. The observations were made with standard instruments, and are wholly reliable. The mean temperatures of the months of October, 1889, to April, 1890, both inclusive, are as follows: October, 33 degrees; November, 8 degrees; December, 11 degrees below zero; January, 17 degrees below zero; February, 15 degrees below zero; March, 6 degrees above zero; April, 20 degrees above. The daily mean temperature fell and remained below the freezing point (32), from November 4, 1889, to April 21, 1890, thus giving 168 days as the length of the closed season of 1889-'90, assuming the outdoor operations are controlled by temperature only.

The lowest temperatures registered during the winter were: 82 degrees below zero

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San Francisco
 Yarnall
 July 25. 1897



POSTMASTER S. REPINSKY AT THE DOOR OF HIS CHILKAT HOME.

Mr. Repinsky is a character familiar to every man who makes the trip via Juneau to the Yukon gold fields over the Chilkat pass, which is the most western of the three passes over the summit.



DOG SLEDGE GOING TO THE KLONDIKE.
 (From a Photograph.)

STIRS A NATION.

The Rich Finds Absorb
the World's Discussion.

HUNDREDS GO NORTH

And Thousands Are Expected
to Soon Follow.

TRADE IS CENTERED IN SEATTLE

This City Stands at the Portals of
the Golden Eldorado and Mer-
chants and Other Business Men
Feel the Great Benefits—Hundreds
Have Secured Their Outfits and
Provisions Here—Wholesale Job-
bing Houses Rushed Night and
Day and Will Know No Rest Un-
til the Last Steamer Has Departed
for the Frozen North—Intense Ex-
citement Throughout the Country
Over the Great Clondyke Finds—
Post-Intelligencer's Great Suc-
cess.

The marvelous demands that have been made upon the Post-Intelligencer for copies of the editions containing detailed and accurate information as to the Clondyke gold discoveries, routes to be taken to reach there, the supplies necessary and the condition of the country, are responsible for this special Clondyke number. The Post-Intelligencer launched the gold craze on the people of this city and of the Pacific Northwest when it published from a special correspondent an interview with Prof. Lippy at San Francisco. From that time on this paper led in the publication of Clondyke news. The Post-Intelligencer's special tug met the Portland early Saturday morning, July 17, and a special edition giving the first detailed information from the rich gold fields was on the street shortly after the Portland entered the local harbor and before many knew that she had reached here from the north. News of vast importance to the world has daily developed, and has appeared in the Post-Intelligencer. So great has been the demand for copies of the paper that extra and regular editions have been exhausted. It necessarily follows that during such excitement as has taken possession of the masses, much is published that has no permanent value. In this special edition it is aimed to publish only that which will be of benefit; news known to be reliable. Such men as Lieut. Gov.

McIntosh, of the Northwest territory, the center of the great discoveries; William Ogilvie, of the Canadian survey; Jack Carr, the Yukon mail carrier; Prof. Lippy, J. O. Hestwood, P. B. Weare and half a dozen others to whom the gold fields of the North are as familiar as is confinement to a convict, speak to the world through the columns of the Post-Intelligencer, and, if accurate information is obtainable, certainly it is in what they say. G. W. F. Johnson, who is making his headquarters at Dawson City, writes in detail of the country, and presents a map based on knowledge secured by personal experiences and investigation, and interviews with experienced miners familiar with every foot of the gold country. Another map given shows the Yukon country and the overland and outside routes. A cut of the steamer Portland is produced which should be of interest, for never in the history of the North has a vessel returned with such riches. Miners are asking every day: "What shall I include in my outfit?" The answer is given in this edition. People want to know the names of some of the lucky men who made big strikes. Peruse this edition and you will find them. Miners inquire whether they shall go to the gold fields this summer or wait until spring. To these the Post-Intelligencer says: "Read what experienced men have to say about it." General opinion is: If you have sufficient food to last through the winter, or money with which to buy it go now; if not, wait until spring.

In the future the world will be hungry for news from the North. The Post-Intelligencer will supply it. Mr. S. P. Weston went North on the Portland as special correspondent. He took with him as an experiment a dozen carrier pigeons, which will be released from time to time, bulletining the news prior to her arrival. Mr. Weston will return on the Portland, mingle with the outcoming miners, and this paper will again be in a position to tell the first news of the Portland's second wealthy cargo. George Hyde Preston and W. J. Jones are two special correspondents of the Post-Intelligencer who have gone into the Yukon, where they will winter, and whenever the opportunity offers, send out letters of life in the greatest and richest mining camp in the world.

SOUNDS A WARNING.

The N. A. T. & T. Co. Advises People
to Wait.

An inquiry about the Clondyke from James G. Blaine, jr., of New York, was received Friday by Secretary Chas. H. Hamilton, of the North American Transportation and Trading Co. Relieved of its telegraphic brevity the query was: "When and at what cost can I get to the Clondyke? Can you book me passage?"

This is a specimen of the many telegrams and letters which daily flood the transportation companies. The exodus has assumed such proportions that it has called forth advice from Secretary Hamilton which would seem contrary to the interests of the company with which he is identified.

"I think it high time to sound a warning to the people who seem bent on rushing off this fall without due knowledge of what they are to encounter, and yet worse, not enough food to carry them through," he said yesterday. "The two companies now operating on the Yukon can handle the people they take in and provide for their safety and comfort, but with the horde of half-provisioned people streaming across the summit there is bound to be a shortage. If those who went in that way have large enough outfits they will be all right. If not, and they run short, it will tax the stores now in the country to supply their necessities before

the opening of next season. We are now advising people to wait until next spring. But it is impossible to stem the tide with advice, no matter how good and well meant.

"How many tons of provisions will go to the Yukon this year? Well, there have already gone in by the boats of our company alone, almost 4,000 tons. This was taken in by the steamer Portland in two trips and the schooner Fred E. Sander in one. In the two remaining voyages of the Portland, and the specially chartered steamship Cleveland, 3,000 more tons will reach St. Michaels, making a total for the year of 7,000 tons. Of course, all of this we shall not be able to get up the river, but probably 5,000 tons will reach the Upper Yukon. The balance will be at St. Michaels ready to ship in as soon as the river opens. In case of an emergency a number of people could be taken to St. Michaels this fall from the Upper Yukon and could winter there secure from the possibility of starvation.

"The company has chartered another vessel. The schooner Hueneme, owned by W. G. Hall, of San Francisco, will sail from here about August 10, carrying about 450 tons of provisions and general merchandise. The Hueneme is 142 feet long by 34 feet beam.

"There were 3,000 people in the Yukon last winter. This spring about 2,000 have gone in overland, making the number now at the mines 5,000. Just consider a moment the number of boats yet to go up. There are the Queen, City of Topeka, Al-Ki, Elder, Islander, and possibly one or two others yet unknown. They will carry in 5,000 more people this fall to go in overland from Dyea. If these people are not well stocked with provisions, where will they be?"

The fare by the steamship Cleveland, chartered by the North American Transportation and Trading Company to leave here August 5, has been raised from \$150 first class to a flat rate of \$200 for all parts of the boat. The rise will not materially affect the travel by way of St. Michaels, as those choosing that route are for the most part those well provided with money.

ADVICE TO YUKONERS.

L. M. Turner, Who Spent Ten Years
in the Arctic, Gives Voice to
a Timely Warning.

L. M. Turner, who, perhaps, has had as much experience, and as varied, in the regions of the north as anybody, writes a letter to the Post-Intelligencer that should be read by those who intend to try for fortune in the Clondyke. Mr. Turner says:

"It is about time to call a halt on this mad rush to the Clondyke gold fields of Alaska and the Northwest Territory. Hundreds of men are going as far as they can, relying on others to help them. That help will be meager enough, and scores will certainly endure hardships that death alone will relieve.

"The transportation companies cannot possibly accommodate the number going by way of St. Michaels; the small river steamers will not afford room for one-third of the number going by that route. The provisions will have to be furnished by the trading companies, and two-thirds of the passengers will board at St. Michaels or along the Yukon river and not see Dawson City until long after their friends have reached there in the spring by way of Dyea.

"The many hundreds of persons now to go by way of Dyea will winter at the pass or at the headwaters of the Yukon. Every incentive will be offered to induce them to stop, and obstacles will be placed before them that even those accustomed to privations will not have the hardihood to endure.

"Scores of schemers, gamblers, mine-salters and others are prepared to fleece the unwary who halt by the wayside. The insufficiency of food and the inadequate means of transportation are matters seemingly unthought of. What will be the consequence?

"The spring will be far the better time, with crust of snow and lengthening days, while now swamps, hills and rough roads, with increasing cold and liability of frozen streams for the later ones, will be matters to convince those who will not heed until brought face to face with those obstacles. No person should go there with less than four and one-half to five and one-half pounds of provisions for each

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day he expects to remain in the country. The writer spent ten winters and eleven summers in the Arctic regions, and recollects well his food per day was fully two and one-half times the quantity there than is required in this more temperate latitude. The actual food supply for each individual should amount to fully 1,600 pounds, selected as may suit personal taste. Highly carbonaceous foods should predominate; stimulants of alcoholic character should be avoided; coffee of best quality and tea of best selection alone should be used. One pound of best tea is equal to seven pounds of coffee for drinking purposes; coffee is more lasting, but tea is quicker in its action; the coffee is preferable.

"Abundance of cranberries may be procured, put in water and allowed to freeze; a chunk can be broken off, thawed and cooked. The berries are intensely acid, but palatable. Blueberries are abundant, and a species of cowberry (from the so-called heather, *Empetrum nigrum*), have a not unpleasant taste, and, while insipid to many persons, possess a valuable property as a hepatic, or having a tendency to excite the bile ducts to a healthy action. This is one frequent complaint, arising, no doubt, from the inactive life during the long spring months. The leaves, better the flowers, of the Hudson bay tea (a species of *Ledum*) makes a fine substitute for tea; it possesses a terebinthine color and taste, having, however, a diuretic effect if continued too long. No person should fail to take at least a pound of best citric acid crystals and a couple of ounces of oil of lemon for preparing a lemonade. It is one of the best antiscorbutics, and occupies little or no space in the pack. There is no malaria or pneumonia to anticipate.

"The wildest dreams of gold finds have but begun, as continued search will prove, but is it not well to think before leaping into the darkness ahead of 64 per cent. of those who go this fall?

"My advice is to wait until the middle of March, 1898, and you will accomplish more with half the trouble and a minimum of expense. Beware of sharpers, counterfeiters, and the man who did not go for any other purpose than to live on his fellow-men. Supplies will not be in Dawson City in sufficient quantity to last until Christmas; from then until late in June or early July the days of insufficient food will seem like months.

"Such unheard of schemes were never brought to light as are now flaunted upon the public. The idea of a floating hotel to winter in the vicinity of the Yukon mouth, or St. Michaels, could not possibly emanate from the brain of other than a town-lot boomer from the prairies of Kansas, who never read of sea ice or felt the winter solstice storms that obtain at St. Michaels.

"Far better for some one to strive to build a good wagon road over Dyea pass to the lakes; the Dominion government will gladly give consent for such an enterprise, and the cost will not exceed \$50,000 for a road. Our own government should be asked to appropriate a sufficient sum for an immediate preliminary survey, and when the money is ready the work can progress throughout the winter and be finished by the end of April, 1898.

"Seattle should reap the harvest she now has before her. Some of our merchants could easily inaugurate a plan for this road, and thus practically control the trade resulting from it."

The Yukon Gold Fields—Clondyke. If you want all the news—reliable, accurate and full, subscribe for the Daily Post-Intelligencer—75c a month. Steamers arrive every few days. Don't let the opportunity slip by. Subscribe now.

READS LIKE A ROMANCE.

Henry Dore and His Fortune Hunting on the Clondyke—Riches After Great Privation.

Of all the romantic tales of the Clondyke none is more interesting than that of Henry Dore, a young French Canadian, who formerly made his home in this city and whose rise to affluence after months of hardship and suffering reads like a chapter out of one of Dumas' novels.

Dore resided in Seattle several years prior to the early spring of 1896. Tall, well

proportioned and by habit and occupation a woodsman, Dore saw but little of city life, although this was his home, his avocation of logging taking him into the recesses of the primeval forests. He made a number of close friends here, however, and became a member of the Ancient Order of Foresters, Court Friar Tuck, No. 7,921.

Early in the spring of 1896 Dore became restless and dissatisfied with his life here. He longed for a chance of winning a fortune in the frozen North. He was poor and unable to raise enough money to secure the necessary outfit. With the aid of a friend, however, he was finally enabled to purchase the required supplies. He sailed early in April, 1896, and came back to civilization on the steamer Portland a millionaire. He owns four of the richest claims on Eldorado creek and brought home with him \$52,000 in shining gold dust and nuggets.

Dore is a retiring, taciturn sort of a man. By nature not communicative except to close friends, it was no wonder that he kept his own counsel while here. He spent the greater part of a week in searching for his old friend, William Stewart, who had loaned him a sum of money when he first started for Alaska. He wished to repay this obligation and if possible do something for his friend. Stewart had changed his place of residence during Dore's absence, and the latter finally located him after four days' search in the city.

Stewart lives in a little red cottage perched up on piles near the Grant street bridge in the southern part of the city. Dore spent Thursday and Friday at the Stewart cottage and left for San Francisco Saturday to have \$49,000 of his Eldorado gold dust changed for bright and shining twenties at the government mint.

As told to his friend Stewart this is his experience in Alaska:

Leaving Seattle early in April, 1896, Dore reached Dyea without incident. He was supplied with barely enough provisions to last a year. Boldly he set out for the gold diggings at Forty-mile creek, crossing the Chilkoot pass with his pack on a Yukon sled. His experience rafting down the Yukon was similar to that of the hundreds who went into the country about the same time. He made the trip without unusual incident, although exposed at times to rough weather and the dangers of the rapids of the upper headwaters of

the Yukon. His greatest care was to make his supply of food last him through.

Arrived at Forty-mile Dore sought work in the mines after fruitless efforts to locate a claim for himself. His stores were steadily diminishing in quantity and he was unable to replace them. To make the story of his fortunes in Forty-mile short, it is only necessary to say that the summer of 1896 found him in debt \$1,100. He had been utterly unable to strike a paying claim, and had been forced to work at what wages he could secure in the camp.

Late in August last came the news of the rich finds of placer gold in the streams entering the Clondyke river above Dawson. Dore did not lose any time getting there. He borrowed a small sum and barely enough provisions to last him in making the trip up the Yukon. With a brave heart and determined this time to win, Dore set out for the new diggings. He was among the first to locate on Eldorado creek after all the promising locations on Bonanza creek had been taken up.

In telling of his efforts to locate a claim in the new camp Dore did not dwell at length on the vicissitudes he encountered. He simply said that he nearly starved to death while prospecting the Eldorado, as his food had completely given out, save a small quantity of tea and some beans. It was utterly impossible to get food from the other prospectors in the vicinity. None of the men who were in the first rush to the new camp brought an ounce of food more than was required for their own maintenance.

Dore suffered for want of food. He experienced all the pangs of hunger while carefully preserving his last little remaining parcel of food. But he did not lose heart, working up the stream and looking anxiously and with desperation for a claim that would keep him from starvation. Finally he struck it. Half way up the Eldorado from its confluence with Bonanza creek he washed out a pan of glittering colors—enough to tell him that

there was gold beneath the gravel bed of the stream. He located No. 19, above discovery, and immediately set at work. In a week he had taken out \$1,000 in nuggets—enough to relieve his pressing wants, with flour at \$60 per sack. After purchasing provisions from his neighbors to tide him over till the arrival of others from Circle City, Dore worked day and night on his claim. With the dust that he took out of his single prospect hole he purchased three other claims on the creek and a half interest in a fourth. When he cleaned up his last pile of pay dirt this spring he still had \$52,000 left, and with that determined to return to his home here.

Arriving in Seattle on the Portland, Dore's first mission was to find Stewart, the man who had befriended him in his need. After days of searching he located him and there was a happy reunion. Dore has engaged Stewart to accompany him to the Clondyke next spring. They will take a donkey engine with them and work the claims owned by the fortunate youth with the best machinery and appliances.

Dore left Saturday for San Francisco. After receiving his pay at the mint for his dust, he will go East to Quebec, where his parents reside. There will be a wedding in his native city, and in the spring Dore will return with his bride. He will go to the Clondyke, and after taking out the gold in two of his claims, enough to make him independently rich, he will dispose of the remainder of his holdings and come back to the United States to live.

At a meeting of Friar Tuck court of Foresters Thursday night, Dore presented each of his fellows with a nugget as a souvenir, giving away from \$50 to \$100.

CLONDYKE INVESTMENTS.

Crawford, Conover & Co. Establish a Dawson City Branch.

Messrs. Crawford, Conover & Co., the well known investment brokers, whose time-honored trade-mark is "References, every bank and business man in Seattle," announce that they have established a branch office at Dawson City in charge of Mr. R. M. Crawford, who went to the Clondyke gold fields early last spring, and has thoroughly familiarized himself with the district and all of the properties. Mr. Crawford's knowledge will give the firm an opportunity to make safer and more reliable investments than are likely to be had by persons rushing into the country now. During the entire winter the firm will dispatch monthly advice with funds for investment to the Dawson City branch by mail, and as no personal representative can reach the district during the winter, this will afford the only absolutely reliable means of securing holdings before the grand rush of next spring, and before the consequent doubling and trebling of values.

GOLD FROM CLONDYKE

ARTHUR PERRY TELLS OF SOME WONDERFUL FINDS.

His Letter Is Regarded by Prof. Lippy and Others as Absolutely Reliable—Another Table Which Includes Men Who Returned on the Portland and Excelsior.

One of the most authentic letters that have reached this city from the Yukon was published in the Post-Intelligencer Sunday, July 18. It was written by Arthur Perry, a well known and reliable Seattle man, who is now at Dawson City. Prof. Lippy and others who know Perry and are acquainted with the Clondyke country say the letter is "the most reliable of all." It is dated Dawson City, June 18, and reads in full as follows:

"The first discovery of gold on the Clondyke was made the middle of August, 1896, by George Cormack on a creek emptying into the Clondyke from the south,

called by the Indians Bonanza. He found \$1.00 to the pan on a high rim, and after making the find known at Forty-Mile went back with two Indians and took out \$1,400 in three weeks with three sluice boxes. The creek was soon staked from one end to the other and all the small gulches were also staked and recorded. About September 10 a man by the name of Whipple prospected a creek emptying into bonanza on No. 7, above discovery and named it Whipple creek. He shortly afterwards sold out and the miners renamed it Eldorado. Prospects as high as \$4 to the pan were found early in the fall. Many of the old miners from Forty-Mile went there and would not stake, saying the willows did not lean the right way and the water did not taste right, and that it was a moose pasture, it being wide and flat. Both creeks were staked principally by "chee chacoos" (new men in the country), and early as they could get provisions, about 250 men went there and commenced prospecting, by sinking holes to the depth of from nine to twenty-four feet, doing so by burning down, as the ground was frozen solid to bed rock. November 23 a man by the name of Louis Rhodes located on No. 21, above on Bonanza, got as high as \$65.30 to the pan. This was the first big pan of any importance, and the news spread up and down the creek like wildfire. This news reached Circle City, 300 miles farther down the Yukon river, but nobody would believe it. Soon after large pans were found on both Bonanza and Eldorado, and each creek was trying to out rival the other, until a man by the name of Clarence Berry got \$100 to the pan. From that time on Eldorado held a high position. Many claims from the mouth up for a distance of three miles got large pans—until they reached as high as \$280. About March 15, 1897, I reached the diggings from Circle City, having hauled my sled the whole distance without a dog. The importance of the new strike had become too significant to be overlooked, and about 300 men from Circle City undertook the journey in midwinter. Such an exodus was never known before in the history of the Yukon, but not a man lost his life, although several had their faces and toes nipped at times. Even some of the most resolute and dissolute women made the journey in safety. Fancy prices were paid for dogs by those who were able to purchase, and as high as \$175 and even \$200 were paid for good dogs. Almost any kind of a dog was worth \$50 and \$75 each.

When I first reached the new camp I was invited by the butcher boys—Murphy Thorp, of Juneau, and George Stewart, from Stuck Valley, Wash.—to go down in their shaft and pick a pan of dirt, as they had just struck the rich streak. To my surprise it was \$282.50. In fourteen pans of dirt they took out \$1,565 right in the bottom of the shaft, which was 4x8 feet.

March 20 Clarence Berry took out over \$300 to the pan. Jimmy MacLanie took out over \$200 to the pan; Frank Phiscater took out \$135 to the pan. The four boys from Nanaimo took as high as \$125 to the pan. They were the first men to get a hole down to bedrock on Eldorado and had good pay. They had Nos. 14 and 15.

In fact, big pans were being taken on nearly every claim on the creek, until \$100 and \$200 pans were common. April 13 Clarence Berry took in one pan 39 ounces—\$495—and in two days panned out over \$1,200. April 14 we heard some boys on No. 30 Eldorado had struck it rich and taken out \$800 in one pan. This was the banner pan of the creek, and Charles Myers, who had the ground on a lay, told me that if he had wanted to pick the dirt he could have taken 100 ounces just as easy.

Jimmy MacLanie took out \$11,000 during the winter just in prospecting the dirt. Clarence Berry and his partner, Anton Strander, panned out about the same in the same manner. Mrs. Berry used to go down to the dumps every day to get dirt and carry it to the shanty and pan it herself. She has over \$3,000 taken out in that manner.

Mr. Lippy, from Seattle, has a rich claim, and his wife has a sack of nuggets alone of \$6,000 that she has picked up on the dumps. When the dumps were washed in the spring the dirt yielded better than was expected. Four boys on a lay, No. 2 Eldorado, took out \$4,000 in two months. Frank Phiscater, who owned

the ground and had some men hired, cleaned up \$94,000 for the winter. Mr. Lippy, so I am told, has cleaned up for the winter \$54,000. Louis Rhodes, No. 21 Bonanza, has cleaned up \$40,000.

Clarence Berry and Anton Strander have cleaned up \$120,000 for the winter. Enclosed are the names of some of the boys who are going out on this boat, with the approximate amounts:

Ben Wall, Swede, Tacoma	50,000
William Carlson, Swede, Tacoma	50,000
Wm. Sloan, English, Nanaimo	50,000
John Wilkerson, English, Nanaimo	50,000
Jim Clemens, American, California	50,000
Frank Keller, American, California	35,000
Sam Collej, Icelandic	25,000
Stewart and Hollenshead, California	45,000
Charles Myers and partner, Arizona	22,000
Johnny Marks, Englishman	10,000
Alex Orr, Englishman	10,000
Fred Price, American, Seattle	15,000
Fred Latisceura, Frenchman	10,000
Tim Bell, American	31,000
William Hayes, Irish-American	35,000
Dick McNulty, Irish-American	20,000
Jake Halterman, American	14,000
Johnson and Olson, Swedes	20,000
Neil McArthur, Scotchman	50,000
Charles Anderson, Swede	25,000
Joe Morris, Canadian	15,000
Hank Peterson, Swede	12,000

There are a great many more going out with from \$3,000 to \$10,000 that I do not know.

This is probably the richest placer ever known in the world.

They took it out so fast and so much of it that they did not have time to weigh it with gold scales. They took steelyards and all the syrup cans were filled. It looks as if my time would come about the time I am ready to die.

One man received word that his wife and little girl had died since he came in here, and now he is going out with \$25,000.

Another man was here waiting for the boat to go home, and died yesterday with heart disease, having in his possession \$17,000. Stranger things than fiction happen here every day. Yours truly,

ARTHUR PERRY.

AMOUNT TAKEN OUT.

Some of Those Who Made Strikes on the Clondyke.

To give an accurate list of those who returned from the North and the amounts they took out would be impossible. Many who made rich strikes gave out figures before leaving Dawson City. Those figures have been given in letters written to people in Washington, Oregon and California. But the amount taken out was, in some instances, not brought down. Part of it was invested in new claims. Below is given a partial list. It is made up of the list sent down by Arthur Perry. Perry's list is conceded to be accurate. Other figures were obtained from interviews with miners. The list includes those who came down on the Excelsior and landed at San Francisco, as well as those who returned on the Portland. The list foots up over \$2,000,000. A careful estimate places the amount brought down on the two boats at \$1,500,000, which means that at least \$500,000 must have remained at Dawson City. A partial list of strikes reported follows:

Thomas Cook	10,000
M. S. Norcross	10,000
J. Ernmerger	19,000
Con Stamatin	8,250
Albert Fox	5,100
Grog Stewart	5,000
Thomas Flack	5,000
Louis B. Rhoads	5,000
T. S. Lippy	65,000
Henry Dore	50,000
Victor Lord	15,000
William Stanley	112,000
Clarence Berry	135,000
Albert Galbraith	15,000
James McMahon	15,000
J. C. Hestwood	5,000
F. G. H. Bowker	99,000
Joe Ladue	10,000
J. B. Hollingshead	23,000
Jack Horne	6,000
Douglas McArthur	15,000
Bernard Anderson	14,000
Robert Krook	14,000
Fred Lendesser	13,000
J. J. Kelly	10,000

STANLEY'S GOOD LUCK.

Success of a Seattle Man in the Clondyke Region.

William Stanley, one of the argonauts who came back from the Clondyke on the Portland, is a Seattle man, his residence being at the lower end of Taylor street, four blocks below Jackson, where he owns a small five-room house. His fam-

ily, consisting of a wife and seven children, have struggled along bravely during his absence in search of wealth. Speaking to a Post-Intelligencer reporter of his trials and great good fortune in the Alaskan placer fields, Stanley said:

"I went to the Yukon a year ago last March, having never been there before. On the steamship Al-Kl, en route to Juneau and Dyea, my son, Samuel Stanley, and I met Charles and George Worden, brothers, and we entered into a kind of partnership, since which time we have been continuously associated together in mining and other business affairs. The Wordens were formerly from Sackett's Harbor, N. Y., where their mother now lives. In California, where Charles lived for a number of years, he worked for a Petaluma dairy concern.

"We had been wandering through the Yukon districts for several months with little or no success, when in the latter part of last September, we heard of the Clondyke discoveries. At this time we were en route along the Stewart river, being bound for Forty-Mile, and were at Sixty-Mile when the news of the strike first reached us. We hastened to the Clondyke, stopping first at the mouth of the stream. The day following our arrival the little steamer Elkh, with 150 wildly excited miners who had also heard of the news, arrived. There was a rush and a mad run for the new discoveries along Bonanza and Eldorado creeks. We brought up first on Eldorado creek, locating claims Nos. 25, 26, 53 and 54. That was about the 1st of October. We prospected 25 and 26 until we satisfied ourselves that we had good pay dirt in each. Then we set about making permanent improvements for the winter, such as buildings cabins. This done, we set to work sinking prospect holes in different parts of the gulch. We had no blankets. Good pay dirt was taken from every hole, and at the end of three months work we cleaned up \$112,000. In getting this much gold we did not drift over 200 feet altogether up and down the stream. Nor did we cross-cut the pay streak. We calculate that these two, and also 53 and 54, will run upwards of \$1,000 to the lineal foot, and I figure that we have fully \$2,000,000 in sight in the four claims. There is little or no difference in the 55 and 56 claims, on Eldorado. In fact, there are no spotted claims on the creek. It is a case of all gold and yards wide and yards deep. Anywhere you run a hole down you find the pay streak.

"Our pans will average \$3 throughout all of the Eldorado claims. Many go as high as \$150, and some still better. I took out \$750 in five pans, and did not pick the pans, either. I took the pan against my breast and simply scooped it in off the bedrock.

"To make a long story short, I think Eldorado creek is the greatest placer proposition in the world. There has never been anything discovered on the face of the globe like it.

"How much do I think Eldorado creek has yielded and will yield?"

"Well, we have all done more or less figuring on that with about the same result. For my part, I would not be afraid to guarantee \$21,000,000, and it will probably reach \$25,000,000."

"Will other creeks be found in the Clondyke district anything like as rich as the Eldorado?"

"Certainly; and in my opinion there will be a number of them. Bear gulch is almost another Eldorado. There is a double bedrock in Bear gulch, though but very few know it. The bed rocks are three feet apart. The gold in the lower bed rock is as black as your shoe and in the top bed rock it is as bright as that found in the Eldorado.

"We own No. 10 claim below discovery on Bear gulch, and also 20 and 21 on Last

Chance gulch above discovery. We prospected for three miles on Last Chance and could not tell the best place to locate discovery claim. The man making discovery of a creek is entitled by law to stake a claim and take also an adjoining one, or, in other words, two claims, so you see he wants to get in a good locality on the creek or gulch.

"Hunter gulch is highly looked to. I think it will prove another great district, and some good strikes have also been made on Dominion creek. Indian creek is also becoming famous.

"What are we doing with all the money we take out? Well, we paid \$45,000 spot cash for a half interest in claim No. 32 Eldorado. We have also loaned \$5,000 each

to four parties on Eldorado creek, taking mortgages on their claims, so you see we are well secured. No; I don't want any better security for my money than Eldorado claims, thank you. I only wish I had a mortgage on the whole creek.

"We had a great deal of trouble securing labor in the prospecting of our properties. Old miners would not work at any price. We could occasionally rope in a greenhorn and get him to work for a few days at \$15 a day. Six or eight miners worked on shares for us for about six weeks, and when we settled it developed that they had earned in that length of time \$5,300 each. That was pretty good pay, wasn't it? We paid one old miner \$12 for three hours' work and offered to continue him at that rate, but he would not have it, so went out to hunt a claim of his own.

"Am I going back to the Clondyke? Yes, in March, but not to work. I am through. When we had taken out the last of the \$112,000 I threw down my shovel and said 'Good-bye, old boy; I will never pick you up again.' Nor will I. I have been very poor at times in my life, and was when I went to Alaska, and I assure you it is a very comfortable feeling to know that you have a competence for life.

"My son Samuel and Charles Worden are in charge of our interests in Alaska. George Worden and I came out, and we will go back in March and relieve them. Then they will come out for a spell. George goes from here to his home in New York state to make his mother comfortable.

"I am an American by birth, but of Irish parents. I formerly lived in Western Kansas, but my claim there was not as good as the one I staked out on Eldorado creek."

IN OIL CANS.

B. R. Shaw Saw in a Clondyke Cabin.

Five-gallon cans full of gold dust. Is what B. R. Shaw writes that he saw in a cabin on the Clondyke. The letter follows: was written at Dawson June 15, to O. A. Schade, of this city; Dawson City, N. W. T., June 15, 1897.

A. Schade, Seattle, Wash.—Dear Sir: As I promised to write you as soon as I had a chance to look over the situation a little, I will now endeavor to keep my promise. I started in on the trip with pretty hard luck, for I lost all of my outfit in the wreck of the Willapa, with the exception of my sled and a few tools. I managed to get a small outfit at Juneau and am all right now, so far as I can see. I arrived here on the 19th of the month, leaving Seattle on the 15th of March; so you see I was nearly three months on the road. I rather enjoyed the trip, taking all in all. There was some hard work, but I had no mishaps after leaving Dyea.

There is no night here now. It is light as day for the twenty-four hours, and neither too warm nor too cold; not too many flies to bother as yet. This is a great mistake, strike, probably the greatest on the American continent, or in the world. I don't know you will not believe me if I tell you about it. It is not so extensive as I wish it was, or at least gold has not been found in great paying quantities except in two creeks, about 200 claims, but some of them are very rich; in fact, some of the pay streaks are nearly all gold. One thousand dollars to the pan is not an uncommon thing, and as high as 100 ounces have been taken out at a single pan. It is no uncommon thing to see men coming in with all the gold dust they can carry.

"You would not believe me when I tell you that I went into one cabin and counted five five-gallon oil cans full of gold dust, but it is a fact. It is the result of the work of two men during the winter, and the dump is not much more than half worked out.

"There has been about \$2,000,000 in dust taken out so far in the district. At a low estimate there will be \$50,000,000 taken out during the next year.

"Of course I am in too late to get in on any of the rich ground, but hope to get hold of some that I can make wages at, or better. I am working for the Alaska Commercial Company, helping to put up a big store building. Went to work as soon as I got settled at \$10 a day for ten hours. Carpenters get \$15 a day, and so do all of the men who work in the mines. I think I shall work for a while.

"Some of the saloons take in \$2,000 to \$3,000 a day. All pay in gold dust and nothing less than 50 cents. A glass of beer costs 50 cents, so I don't drink many. There are plenty of provisions here. Flour is \$12 per 100 pounds; sugar, 35 cents per pound; oatmeal, 25 cents; bacon, 50 cents, and other things in proportion. Charles Kimball is doing very well, taking in from \$300 to \$500 a day.

"Logs are worth \$30 at the mill and lumber \$150 a thousand. There is a small sawmill here running day and night and cannot cut half the lumber wanted.

"I do not know how many inhabitants this town supports. I should say in the neighborhood of 1,000. Most of the people live in tents, but some good buildings are going up. Dr. Caldwell is doing well. I am on the back part of his lot.

"Between 700 and 800 came over the trail this spring, and I do not know how many more are on the way. I cannot find out anything about Peckhart and Sinclair.

"B. R. SHAW."

WHAT FRED PRICE SAYS.

He Brought Down Gold and Gives Advice.

Fred Price, of North Seattle, who was one of the lucky ones who came down from St. Michaels on the last trip of the Excelsior to San Francisco and who recently returned to Seattle with several

thousands of golden dollars, has some good advice to give to those who are intending to go to the Clondyke. Mr. Price has had a world of experience in the mining districts of the Northwest territory and Alaska, and as he has profited by his experience and has money to show, his words have considerable weight. "I would advise anyone who is going to the mines," said Mr. Price yesterday, referring to the districts where the last year's strikes have been made, "to go in with plenty of provisions. There is gold all over, but it cannot be eaten, and money or its equivalent cannot always buy food.

Last year there was almost a famine up the river, and in the camps around Dawson City men were living on beans and flour. The luckier ones had a little bacon, but nearly all were reduced to almost nothing when the first steamer got in this spring. I saw men buy canned goods and delicacies and sit right down, break into the package and devour every morsel, famished for something besides beans, flour and bacon. The first cargo for up the river, so Capt. Healy, the manager of the North American Transportation and Trading Company, told me, has already been sold out. It will cost \$400 for a winter's outfit and nobody should take less.

"Another thing that I would advise would be not starting too late. Those who are going away now will have little, if any, advantage over the men who will go North in the spring. A trip up to the mines by the river route will take forty days, providing close steamer connections are made at St. Michaels, which is very doubtful. I hear that the Seattle office had an inquiry from San Francisco, where a steamer has been chartered for St. Michaels, asking if any arrangements could be made for the trip up the river for 100 men. The answer was sent back that the company would not take them at all. By going in at Dyea with an outfit and crossing the summit the trip will take two months. By the time people get in there, starting now, it will take all the rest of the season to prepare for winter. The fellows who go in the spring will have the same time to prospect as though they went now.

"I particularly warn people not to start from here without plenty of food. Any one who goes in with a short supply will suffer this winter, as I believe that grub

will be shorter this year than it was last. If anyone can pack in enough to sell he can get all sorts of prices for it. The men who are going up with horses may do all right; I believe they will. The trouble is that of providing sustenance for the horses in making the pack over the summit. If the horses can be gotten in all right they can be killed and sold for dog meat. As far as pack animals are concerned I believe that dogs are the best. They will eat what men will leave. Last winter dogs were sold at Dawson for a dollar a pound.

When asked if people were going in without food and what sort of a reception would be accorded such, Mr. Price an-

swered that he knew of people who are going in with limited supplies, expecting to be able to buy at the camps. This cannot be done, and should a river steamer break down there would be no way of getting in sufficient provisions to supply those already there. "People without grub are not welcome. There is plenty of work and the wages now are \$10 and \$15 a day. Some claims have paid \$20 a day," continued Mr. Price, "but this winter there will be a schedule of wages established in the Eldorado and Bonanza creek districts. Men who work for wages must have their own provisions." Mr. Price says that the reports of the gold brought out are in many cases excessive. Men are probably worth what they are quoted as mining, but they did not bring it out with them. Wages next winter will not exceed \$10 a day. Most people going into the diggings strike now for Dawson City, just as they went to Circle City last year. "My advice," said Mr. Price, "would be to strike away from the town. There is nothing to do there but spend money. I could not get around for less than \$50 a day, and I know people who told me that they spent \$500 a day, while waiting for the steamer, trying to have a good time.

"The games are very stiff and it is not unusual to see a miner thrown down his sack on the table and bet from a hundred up on the high card. Stud-horse poker is the popular game, and it frequently costs from \$50 up to draw a card. Harry Ashe and Curly Monroe, who were in partnership in Circle City, have split. Ashe came up the river one day and got some logs and lumber. He built the walls of a house, covered it with a tent roof, and on the next steamer the first piano was dumped in Dawson City along with a lot of girls, and a dance house was in immediate operation. Things are going at full blast, and there is combined with the dance house every kind of a game. The country is full of 'tin-horns,' and it is hard to find a game that is safe to sit in unless you know everybody in it to be all right. Money is being coined by the saloons and one man cleared up \$30,000 in three weeks.

"It is a hard matter to find a location within fifty miles of Dawson City, everything having been staked out. The tributaries to the Stewart river have never been prospected yet, and I look for some rich finds up there. There is just as good pay dirt in other creeks that have not been touched as there is in the districts that have been prospected and staked out."

Mr. Price wound up his story by saying that the work is hard and that a man goes almost crazy from the lonesome feeling that oppresses him, unless he is being richly repaid for his labor. It is this lonesome feeling that drives men to the camps, where the only way to get rid of the dust is in dissipation. The keynote to the situation is plenty of food.

WHAT HE MUST HAVE

MINERS' OUTFIT AND SUPPLIES AS ADVISED BY YUKONERS.

To Show Just What Should Be Purchased—Detailed List of What Experienced Men Bound for the Front North Have Purchased Is Given—The List Includes Everything from a Bottle of Pills to Evaporated Potatoes.

All sorts of advice and information is heard at every hand upon the subject of an outfit for the prospector headed for the Yukon. While the miners and prospectors who have been to Alaska invariably advise intending gold hunters to take an out-

fit weighing from 1,500 pounds to a ton and a half, it is a fact that very few of those who are going and those who have already departed have taken anywhere near the amount advised. What the result of this failure to follow the advice of those who have had experience on the Yukon will be cannot be known until next spring, when the icy fetters of the frozen Arctic region release the prisoners of the winter and give their stories to the world. Three very good reasons are found for the new pros-

pectors equipping as they do: First, the merchants of Seattle, who have taken a hearty and painstaking interest in the prospectors' task of collecting suitable outfits, have advised them that the published estimates are too large for their needs; second, the outfit is expensive to transport over the pass, and practically impossible to personally pack over before winter closes navigation, unless it is cut down in weight and bulk to the very lowest point; third, the expense of the outfit. Many of those who are starting now are doing so with an entire capital of not over \$300, whereas the returning miners advise a man not to think of going with less than a capital of \$500 to \$750 or over \$1,000. However, conditions of transportation and supply are changing almost daily, and the new Yukoners are relying on improved facilities which the old ones knew nothing of. Besides this, many of them are practical miners themselves, having had years of experience in the various mining regions of the West. They claim to know something of their needs themselves, and they probably do.

The outfits which the twenty citizens of Mount Vernon purchased in Seattle recently, after many interviews with recent Yukon miners and much advice from other reliable sources, are probably good models for intending Clondyke voyagers to follow. The twenty men first divided themselves into five parties of four men each, intending to have a boat for each party, as well as a tent and various smaller articles. The main items of their outfits are as follows, the items, when not otherwise mentioned, being for one man:

Groceries.

Bacon, pounds	150
Flour, pounds	250
Rolled oats, pounds	25
Beans, pounds	100
Tea, pounds	10
Coffee, pounds	10
Sugar, pounds	40
Dried potatoes, pounds	25
Dried onions, pounds	2
Salt, pounds	10
Pepper, pounds	1
Dried fruits, pounds	75
Baking powder, pounds	4
Soda, pounds	2
Evaporated vinegar, pound	15
Compressed soup, ounces	15
Soap, cakes	9
Mustard, cans	1
Matches (for four men), tins	1
Rice, pounds	40

Hardware.

Stove for four men.
Gold pan for each.
Set granite buckets.
Large bucket.
Knife, fork, spoon, cup and plate.
Frying pan.
Coffee and tea pot.
Saw the stone.
Two picks and one shovel.
One whipsaw.
Pack strap.
Two axes for four men and one extra handle.
Six 8-inch files and two paper files for party.
Drawing knife, brace and bits, jack plane and hammer, for party.
200 feet 3/4-inch rope.
8 pounds of pitch and five pounds of oakum for four men.
Nails, five pounds each of 3, 10 and 12-penny, for four men.
Shoemaker's thread.
Shoemaker's awl.
Gum for patching gum boots.

Clothing, Etc.

Tent, 10x12 feet, for four.
Canvas for wrapping.
Two oil blankets to each bat.
5 yards mosquito netting for each man.
3 suits heavy underwear.
1 heavy mackinaw coat.
2 pairs heavy mackinaw pants.
1/2 dozen heavy wool socks.
1/2 dozen heavy wool mitts.
2 heavy overshirts.
2 pairs heavy snagproof rubber boots.
2 pairs shoes.
3 pairs blankets (for two men).
4 towels.
2 pairs overalls.
1 suit oil clothing.
2 rubber blankets.

Besides these things each man procured a small assortment of medicines, and each is provided with several changes of summer clothing.

Here is a list of medicines for four men:
25c worth cascara sagrada bark.
1 bottle good whisky.
3 boxes carbolic salve.
1 bottle arnica.

The above outfit cost in round figures as follows:

Groceries	\$40 00
Clothing	50 00
Hardware	50 00

Total\$140 00
Paid to Dyea and Incidentals brought the expense of these twenty Mount Vernon prospectors up to about \$175 each. They believe that they are very well supplied for a year's stay in the land of the midnight sun.

BY WAY OF DYEA

THE COUNTRY ENCOUNTERED IN MAKING THE FAMOUS TRIP.

The Details of the Long Journey Given Come From an Extensive Article Published in the Alaskan Searchlight, and Are Considered Correct—Jack Carr Gives Advice.

C. H. Stettenberg, of the Pacific Coast Steamship Company, in a book on Clondyke gold fields, which he has just issued, publishes the following from the Alaskan Searchlight, which is said to be one of the most reliable articles in connection with the route by way of Juneau to Dawson City, yet published:

The valley of the Yukon may be reached from Juneau by four different routes, crossing the coast range of mountains through as many passes, the Dyea or Chilkoot pass, the Chilkat, Moore's or the White pass, and Takou. As the Chilkoot is the only pass used to any extent, it is this route the miner will select. From Juneau to the summit of the Chilkoot pass is a distance of 115 miles. Small steamers ply irregularly between here and Dyea, the head of navigation, 100 miles north of Juneau. During the early spring these boats sail a day or two after the arrival of the mail steamers from the Sound. The trip in good weather is made in twelve hours if there is no towing to be done, and the regular fare is \$10, each passenger furnishing his own blankets and provisions. If the party is a large one, with considerable baggage, a scow is loaded with the miners' outfits; if the tides are high the boat sometimes goes over the bar at the head of Douglas island, thus saving nearly twenty miles of travel, besides avoiding the rough waters of the Takou. If the tides are not high the scow may be towed over by the little tug Julia, and the steamboat

VICTORIA ARGONAUT'S STORY.

Plenty of Good Ground, Indeed, if Only Food Is Sufficient.

Douglass and Neil McArthur and Angus Galbraith are among the Yukon miners who have returned to their homes at Victoria with good stakes, the McArthurs' fortune being estimated at \$75,000, and Mr. Galbraith's at an equal amount. In an interview published in the Colonist, Douglass McArthur said:

"The reports that have been brought down of fortunes made almost in a day are not exaggerations, though they must appear to be. It is the richest mining ground in the world—and the biggest. Gold-seekers are pouring in from every direction daily, and yet there is no danger of it becoming overcrowded. There is plenty of ground for every one, if only there is food enough for all. That is the difficult question. As long ago as last October we had stock-taking, and allowed 100 pounds of flour per man for last until June. Naturally things were running very short before that time came. I and my partner made it a point to lay in our supplies for the entire year well ahead, and it would be all right if others did the same. Buying when normal prices prevail, it did not cost more than \$500 or so for a year's necessary supplies. But if the same things are wanted when stocks are run out, with no way of replenishing them, and famine threatens in consequence, big prices of course, must be paid. But it's not the price that is to be thought of—it is whether there are supplies enough to keep everybody alive through the winter.

"No one can estimate what the Yukon and its tributaries in Canadian soil will yield next year, but it will be something enormous. Approximately I should say over one million dollars has been taken out this year—and this by less than 200 miners, all or almost all of whom spent

nine months of the twelve in prospecting and about the other three in working their claims. Of the four hundred or more claims in the district I do not know of one that has proved worthless. The gold is everywhere, but naturally labor could not be employed to help get it out. Every man wanted to go on and take up claims of his own. The whole country is networked with streams, and all of them are auriferous. By the time I was ready to come out, the new arrivals were swarming in, hundreds going by my cabin. I did not have time to hear how they made out, though before I came away good money had been found on Dominion and half a dozen other new creeks. These, of course, are not marked on the maps at present. In fact the country has as yet an imperfectly delineated, and will be until Mr. Ogilvie's new map, which is very complete, comes out this fall."

On Dominion creek, one of the new streams mentioned, the miners, according to Mr. McArthur's report, are getting out from \$1 to the pan upwards—or fully \$200 a day—with an apparently inexhaustible ground to work on. On Bonanza creek, where the McArthurs and Galbraith made their pile, not one claim out of 200 has proved a blank, while many contained immense fortunes. That of the McDonalds is an example, the face where it has been cut away showing the nuggets sticking out like pebbles in a bed of gravel—literally thousands in sight.

A special to a New York newspaper from San Francisco contains an interview with a returned Yukoner who says that on the American side of the international boundary placer mines of immense richness have been found. The dispatch says:

"W. G. H. Bowker, one of the returned Yukoners, who brings back nearly \$40,000 in gold dust, the result of six months' work, is authority for the statement that on the American side of the international boundary placer fields have been found which over put those of the Clondyke into the shade.

"When his party was descending the Yukon on the return from Dawson City the steamship was intercepted by a man who desired to send letters and papers back to civilization. This man was one of a party who had gone down the river from Dawson in the hope of locating rich beds of which the Indians in the vicinity had been telling. The members of the party were well known to the Yukoners and full credence is given to the story.

"Bowker and his associates were told that just across the Alaskan boundary, on the American side, the party had found placer fields fabulously rich in gold. They had staked out claims and begun to work them.

"Every one of us has taken out thousands of dollars in dust and nuggets already," said Bowker's informant, "and there seems no limit to the gold in sight. It is more abundant than on the Clondyke and easier to work, the gold being very near the surface of the ground. We are all rich already, but we are going to stay through next winter."

"Further information was conveyed that there were only white men in the new district, and they had the field practically to themselves. They advised Bowker and his companions to forsake Clondyke claims on their return from the States and take claims in the new diggings.

"The point at which the fortunate treasure hunters are working is northwest of Dawson and but a few miles west of the boundary. Their claims are in a valley of one of the numerous creeks emptying into the Yukon.

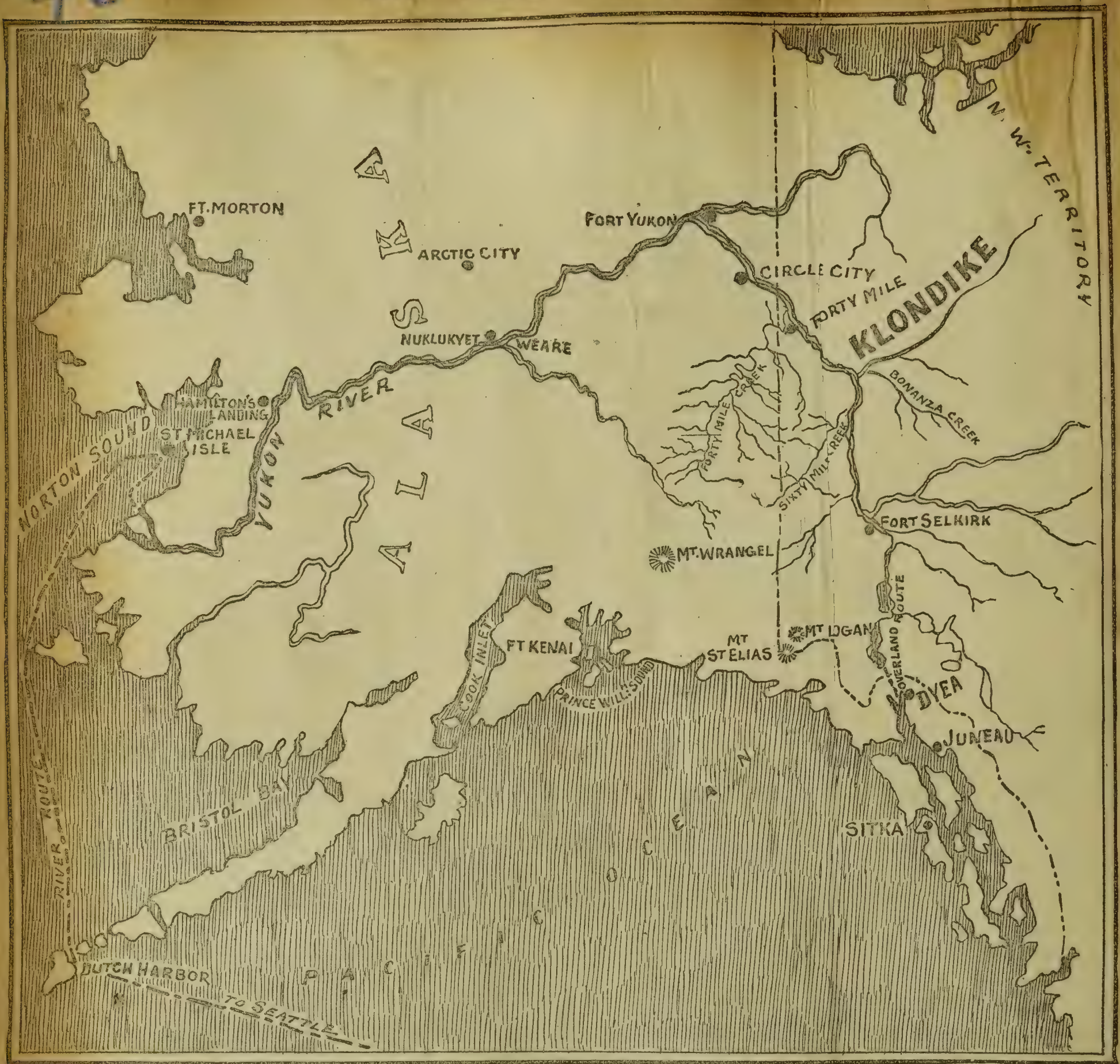
"The returned Yukoners place great faith in the information given them concerning the 'strike,' and several have announced that when they return they will stop at the new diggings."

No Scarcity of Labor Here.

A telegram printed in a Chicago paper under a Seattle date line states that men are abandoning their positions here in the rush to get north. It is also stated that the police force of the city is being decimated by resignations, that street car employees are deserting their positions and that the merchants are running short on help. These and other statements published in the East has induced a flood of applications for work in all the lines of employment mentioned, and inquiries for such positions have been received by Postmaster Meem and by the newspapers of the city.

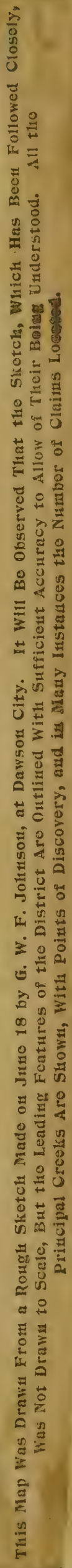
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THE LAND OF GOLD.



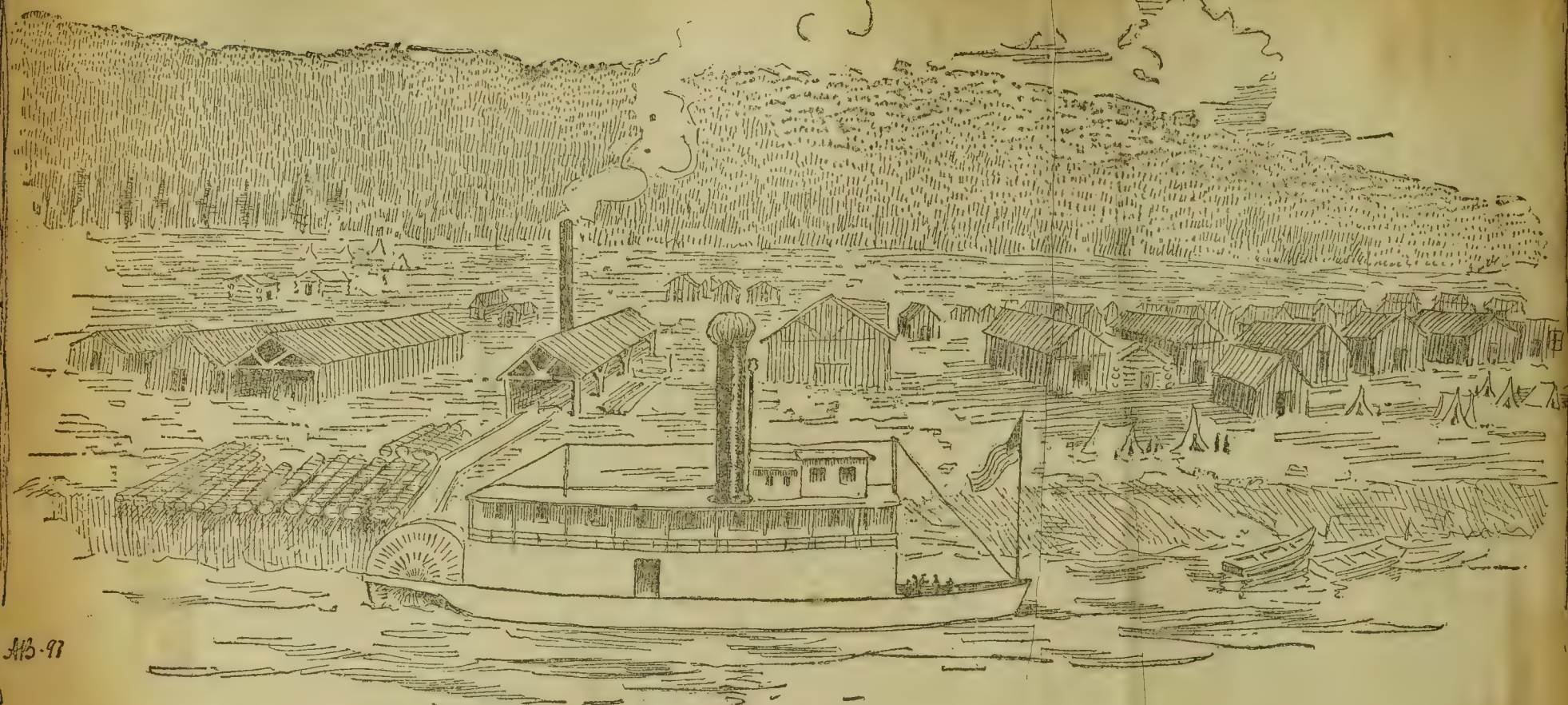
Map Showing the Yukon Country, With Klondike and Bonanza Creeks, Where the Recent Rich Discoveries Have Been Made. The Overland Route From Seattle, by Dyea, Chilkoot Pass, the Lakes and River, Is Shown, as Well as the Outside Route by the Way of Bering Sea, St. Michael's and the Yukon River. The Dotted Line Shows the International Boundary.

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This Map Was Drawn From a Rough Sketch Made on June 18 by G. W. F. Johnson, at Dawson City. It Will Be Observed That the Sketch, Which Has Been Followed Closely, Was Not Drawn to Scale, But the Leading Features of the District Are Outlined With Sufficient Accuracy to Allow of Their Being Understood. All the Principal Creeks Are Shown, With Points of Discovery, and in Many Instances the Number of Claims Located.

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DAWSON CITY.

CLONDYKE.

Supplies for One Man for One Year.

Flour 400 lbs.
 Corn Meal, 2-10s. 20 lbs.
 Rolled Oats, 4-9s. 36 lbs.
 Rice 25 lbs.
 Beans 100 lbs.
 Sugar 75 lbs.
 Dried fruits (apples, peaches, apricots) 75 lbs.
 Yeast Cakes (6 in pkg) 6 pkgs.
 Candles 40
 Dry Salt Pork 25 lbs.
 Evap. Potatoes 25 lbs.
 Evap. Onions 5 lbs.
 Butter 150 lbs.
 Bacon 150 lbs.
 Dried Beef 30 lbs.
 Extract of Beef (4 oz.) 1/2 doz.
 Baking Powder 10 lbs.
 Soda 3 lbs.
 Salt 20 lbs.
 Pepper 1 lb.
 Mustard 1/2 lb.
 Ginger 25 lbs.
 Tea 10 lbs.
 Condensed Milk 2 doz.
 Soap (laundry) 5 lbs.
 Soap (toilet) 5 cakes
 Matches can of 60 pkgs.
 Tobacco 10 lbs.
 Compressed Soup 3 doz.
 Compressed Soup Vegetables . . 10 lbs.

Jamaica Ginger (4 oz.) . . . 2 bottles
 Stove 1
 Gold Pan 1
 Granite Buckets 2
 Knives and forks 1 each
 Spoons 3 tea and 3 table
 Quaker Bread Pan 1
 Cups 2
 Plates (tin) 3
 Whet Stone 1
 Coffee Pots 1
 Picks and Handles 1
 Saws 1
 Saw, hand 1
 Shovels 1
 Nails 20 lbs.
 Files (assorted) 1/2 doz.
 Axes and handles 1
 Draw Knife 1
 Planes 1
 Brace and Bitt 1
 Chisels (assorted) 3
 Butcher Knife 1
 Compass 1
 Revolver 1
 Evap. Vinegar 1 qt.
 Rope (one-half inch) 100 feet
 Medicine Case 1
 Pitch 1
 Oakum 1
 Fry Pan 1

We have experienced packers and put up the very best outfits that money can buy. When you arrive at Seattle and are ready for your outfit be sure and call on us.

COOPER & LEVY WHOLESALE AND RETAIL GROCERS
 104-106 FIRST AVE. SOUTH, ONE DOOR SOUTH OF YESLER AVE.

P. O. Box 115.

OFF FOR THE NORTH.

STEAMERS THAT HAVE DEPARTED SINCE THE CRAZE.

During the Next Few Weeks Many More Will Leave—Many Would Be Miners Will Not Go Until Next Spring, Because They Will Be Unable to Get Transportation—Only Two More Steamers by the outside Route.

The five steamers that have left Seattle since the news of the Clondyke finds reached this city number in round numbers about 1,000 passengers, eighty per cent. of whom were furnished by Seattle. The steamer Al-Ki sailed for Juneau and Dyea Sunday, July 18, carrying 700 sheep, 65 head of cattle, 350 tons of general merchandise and 100 passengers for Dawson City.

Perhaps never before in the history of Seattle has there departed from its embracing harbor a steamer freighted with a cargo so interesting and destined so vaguely as the Portland, which swung out Thursday afternoon from a wharf covered with hundreds of waving, weeping people, and pushing her nose to the north sailed for the Yukon. The air was full of "good-bys" as this monster ferry germ detached itself from the hot invalid, Seattle, and floated away.

It was like the parting of a son from a mother, and the Queen city seemed loath to admit the going. There were men aboard so beloved by her that in the great grief of the mother individual tears seemed petty. There have been hundreds who have gone before and hearts which ached at their departure, but this seemed more individually a boat load of Seattle people; some having not only a circle of friends, such as falls to the lot of the majority, but holding a position in the public eye which made their exodus an event of general importance. Among the watchers from the wharf there was none who did not feel the exciting influence of

the scene. As well known faces passed up the short gangplank, sympathetic whispers signified their recognition and breathed hopes of their success.

The cargo of the Portland was about 1,200 tons, destined for St. Michaels, Dawson City, Fort Cudahy, Circle City and Unalaska. The manifest at the local customs house showed the following items: Paint, 5 cases; beer, 133 casks; windows, 36 bundles; groceries, 192 cases; dry goods, 13 cases; picks, 110; shovels, 150; potatoes, 800 crates; onions, 100 crates; oranges, 50 crates; lemons, 25 crates; rice, 200 mats; flour, 2,000 sacks; dried fruits, 1,477 cases; groceries, 1,420 cases; hardware, 196 bundles; cigars, 2 cases; lumber and material for warehouse.

There were 1,466 packages of Canadian goods in transit, covered by a transportation and exportation bond.

Among the Portland's prominent passengers were ex-Gov. John H. McGraw, Gen. E. M. Carr and Capt. Ballet. The Portland had aboard Mr. S. P. Weston and Mr. George Hyde Preston, two special correspondents of the Post-Intelligencer.

The steamer Queen left the local port Friday, July 23, with 400 passengers, 250 of which were bound for Dawson City via Dyea.

The Topeka left yesterday for Juneau, carrying 240 passengers, many of whom will go to Dawson City.

Steamer Islander left yesterday for Dyea. The Islander had over 300 passengers when she left Victoria. The matter of customs duties at Victoria was cared for by the Canadian Pacific railroad, which will cover it with an "in transitu bond." While no instructions have passed through any of the customs offices in this district to the office stationed at the newly created sub-port, Dyea, it is a fact that by the United States shipping law the collector at Dyea would have the right to collect duties on every pound of dutiable goods landed from the Islander. That it will be done is not thought probable, and in any event the passengers would not suffer, as the tax would be carried by Capt. Irving. The incoming prospector is confronted with the possibility of another customs collection when he reaches the borderland of British territory, within which lie the rich Clondyke discoveries. Here again there is small probability that the duty will be enforced, the small force of twenty-five or

more mounted police stationed in the Northwest Territory being a light power to contend against a rush of hundreds of excited fortune hunters.

OFF FOR THE YUKON.

The Mexico Takes Nearly Three Hundred for Dyea.

Never in the history of Seattle did such a crowd assemble to witness the departure of a steamship as was seen on the Oregon Improvement Company's dock at noon Sunday, when the Mexico departed for Dyea with 278 passengers, who are on their way to the Clondyke.

The wharf was packed so that an hour before the time of departure it was almost impossible for a person to wedge his way through the crowd, so as to get a look at the steamship. This crowd was not drawn so much by personal interest or friendship for those who were about to take the long, tiresome and dangerous journey into the Yukon gold fields, although many that were present doubtless were influenced by those motives. The main actuating sentiment, however, was the feverish excitement which seems to prevail throughout all classes of the community in regard to the Clondyke.

To those who could not go there was some undefined satisfaction in looking upon the more lucky ones, who were more favored by fortune, and who might possibly be the future millionaires of the Coast. There was the usual sprinkling of the pessimistic element croaking that "those fellows will wish they were back in Seattle before many weeks," and "there's lots of them who will never see their homes again." The general sentiment, as expressed in remarks made throughout the crowd, was that those who were going were lucky to have the chance.

The hour which the steamship company had set for sailing was 9 o'clock, and passengers were duly warned by bulletins to be on board at that time, but it was after 12 before the steamship finally let the dock.

There was the usual belated passenger, for even at the late hour at which the steamer got away and after the final whistle had been sounded, there came down on the wharf on the run an individual clad in the costume which his fancy had dictated as being the prevailing style on the Yukon. His baggage was on board, but he had delayed to take a parting drink with his friends, and had escaped being left by a margin of not more than a fraction of a second. The ordinary boker-on would have found it impossible to work his way through the crowd, but a lane was made for the belated passenger, through which he charged at breakneck speed, just in time to get aboard as the gang plank was drawn in.

Those on board were in the highest of high spirits, judging from their actions. Several of the younger and more hilarious of the treasure seekers had equipped themselves with Chinese bombs, relics of the Fourth of July, which they touched off from time to time.

When it was found that there was no room on the Oregon Improvement Company's dock the crowd spread out over adjoining docks until at the time the Mexico finally left her dock every wharf for a distance of a mile north was lined with a crowd, which with waving handkerchiefs and cheers paid their tribute to the adventurers as the Mexico slowly drew out from the dock, swung around in the bay and finally headed for the Straits and the open sea. From every wharf there floated handkerchiefs and from each as she passed a salvo of cheers went up, responded to by the passengers. The decks seemed blocked with people, and there was perceptible list as the passengers hung over the starboard rail, casting a last look at the city, which the majority of them would not see for two years at least.

Conspicuous in the crowd was the gaunt form of Joaquin Miller, the poet of the Sierras, whose patriarchal hair and beard streamed in the breeze as he lifted his hat in recognition of the farewells shouted at him from his acquaintances in the crowd.

In addition to her passengers, the list of which has already been published in the Post-Intelligencer, the Mexico carried some 1,800 tons of freight, consisting principally of the outfits of the intending miners, and carried in addition thereto sixty-eight horses and one burro, which will be used in packing these outfits over the passes to Lake Linderman.

WHEN STEAMERS WILL LEAVE.

Dates That Will Be of Value to Those Going North.

Below is published a list of steamers that will make the trip north, and the dates of their departure. Other steamers are talked of, but those given are the only ones, so far as known, whose dates have been fixed. Those who wish to make the trip by the outside passage, it will be seen, must leave this city on the North American Transportation & Trading Company's steamer August 5. That steamer will connect at St. Michael's with river steamers for Dawson City. Another of the company's steamers, the Portland, will leave in September, but will not connect with river steamers, so that the Yukon cannot be reached by making the journey to St. Michael's on that steamer.

Steamer George W. Elder will leave Portland July 30 for Juneau and Dyea.

Steamer Rosalie will leave Seattle July 31 for Dyea or Skaguay bay. She will make another trip about twelve days later, touching at the same points.

Steamer Edith will leave Seattle for Dyea or Skaguay bay July 31, carrying merchandise and live stock. No passengers will be carried. Her trip will be made in connection with the Rosalie, which will carry passengers.

Steamer Rapid Transit will leave August 1 carrying supplies and horses; no passengers.

Steamer Al-Ki will leave Seattle August 3 or 4 for Dyea and Skaguay.

Steamer Willamette will leave Seattle August 3 for Dyea and Skaguay.

Steamer Cleveland will leave Seattle August 5 for St. Michael's, where connections will be made with river steamers running up the Yukon to Dawson City.

Steamer Portland will leave Seattle for St. Michael's September 10, but no connections will be made with river steamers for Dawson City, as the river will likely be frozen.

The schooner Hueneme will leave for St. Michael's August 10, carrying freight and provisions, which will be transferred to the river steamers of the North American Transportation and Trading Company for Dawson City.

The steamer Cleveland, chartered by the North American Transportation and Trading Company for one round voyage to St. Michael's, arrived yesterday from San Francisco and will begin loading at once. She will sail August 5 and will be the last boat this season to book passengers through to the Clondyke via St. Michael's. The Cleveland will return and sail for San Francisco September 1. The Portland, on returning here, is not expected to sail until September 10, this being too late for passengers to get up the Yukon river. The Portland will carry only stores and provisions and such passengers as desire to winter at St. Michael's. The river has been known to freeze as early as September 20, though usually the cold season begins in October.

The organization which will operate the steamer Eliza Anderson between here and St. Michael's and the steamer W. K. Merwin from there up the Yukon to Clondyke will send the vessels out August 8 or 9. Unless some new company shall be organized and get a steamer away very soon the Eliza Anderson will afford the last opportunity of the season for getting into the Clondyke by way of the mouth of the Yukon.

STEAMERS FOR THE STIKEEN.

The Morans Get a Contract to Build Three Vessels.

Moran Bros. Company have received a contract from a syndicate of British Columbia people for the construction of three boats to ply on the Stikeen river. These boats are intended to develop a new route to the Clondyke mines, up the Stikeen river to a point where a trail has been opened for years to Dease lake, thence along the trails now being opened from Dease lake to the headwaters of the Yukon.

Of the three vessels, two will be stern wheel steamers and the third a large barge to be towed by the steamers. One of the steamers will be 190 feet long, with 20 feet beam, the other 120 feet long. The barge will have a capacity of 500 or 600 tons.

Work on these vessels will be commenced at once. Everything which goes into them will be gotten out here, in the yard of the company, and the engines and boilers will also be built by the Morans. Then the various parts will be shipped to the Cassiar and a force of men sent up to assemble the vessels. They will be ready to commence running on the river as soon as they can be put together.

It is a high compliment to Seattle's shipbuilders that a contract of this nature should be let here by British Columbia capitalists.

FROM CHICAGO TO THE CLONDYKE.

Adventurers Intend to Make a Record-Breaking Trip.

CHICAGO, July 27.—A party of men who wish to try the Clondyke gold country will leave Chicago on a special train next Saturday, en route for the newly discovered Alaskan gold fields. There will be 150 in the party. The special train on which the party will travel will run directly through to San Francisco. There the gold hunters will remain three days to purchase mining supplies. The party will then ship for St. Michael's on a special steamer. The trip will occupy fourteen days. Three steam launches will be taken to transport up the Yukon to the mouth of the Clondyke river. This trip will require fourteen days. Each tourist may take 500 pounds of baggage from San Francisco, but only a portion of this will be taken up the river with the party.

When the Clondyke is reached the launches will be moored in winter quarters. The tourists will live aboard them until the spring begins to break, some time next summer. The transportation company claims to have made plans for carrying enough provisions to supply all its travelers with plenty of food until next summer.

It is the intention of the promoters of the excursion to make the shortest journey on record to reach the gold fields. An effort will be made to complete the trip from Chicago to the Clondyke within thirty days.

In addition to the crew, guides and officials, 200 men will leave San Francisco on a special steamer. Of these, the larger portion will be from Chicago, but it is said there will be a scattering number from all parts of the country.

LACK OF TRANSPORTATION.

Party of 200 Chicago People Unable to Charter a Steamer to the Clondyke.

It is not a very pleasant thing for Seattle people, loyal to the interests of their own city, to write or telegraph to their friends in the East not to come here; yet that is what the lack of transportation from this city to the Clondyke gold fields by way of St. Michael's is now resulting in.

A party of 200 Chicago people, already organized, ready to carry with them two private launches, and to outfit in this city, applied last Tuesday for a special steamer which they were willing to charter to carry them from Seattle to St. Michael's.

Mrs. Josephine S. Atwood, a well-known lady, who resides at 904 Second avenue, last Tuesday evening received a telegram from her nephew, L. W. Putnam, of Chicago, asking whether a steamer could be chartered here to convey a party of 200 to the Clondyke gold fields by way of St. Michael's. Mrs. Atwood replied by wire that it was now too late to reach the gold fields by way of St. Michael's, but that the party could outfit here for \$500 each and take a steamer to Dyea and go over the pass from that point.

The Chicago people, however, knew their own minds, and late on Tuesday Mrs. Atwood received a response to her answer, saying:

"We want to charter special steamer to carry 200 people and two fifty-foot launches to St. Michael's. See what you can do." "L. W. PUTNAM."

Mrs. Atwood tried all Tuesday evening in vain to hear of some arrangement by which a steamer could be secured. She negotiated with the prominent shipping men of the city, but they could give her

5
no helpful information. Unless she hears of something this forenoon she will be compelled to wire her nephew that nothing can be done at Seattle, and that if he expects to carry out the plans he has already formed he will be compelled to look elsewhere.

DYEA TO BE A CITY OF TENTS.

Rush to the Mines Will Be Stopped by the Divide.

PORT TOWNSEND, July 21.—Letters from all sections of the country are being received here asking for information relative to routes and rates to the Clondyke gold fields. In some instances the recipients of letters are requested to return the desired information by telegraph. It is a conservative estimate to say that in thirty days there will be 1,500 men at the head of Dyea en route to the gold fields.

Allowing an average of 1,000 pounds to the man, makes 750 tons, which cannot be hauled on sleds over the divide, but which must be packed by experienced Indians a distance of fourteen miles over the summit to the lakes. This packing is done by from fifty to seventy-five Chilkat Indians. Three days are consumed in the round trip, 200 pounds being the average Indian's load. It is easy to figure out the time which will be required to land all the freight on the lakes, from whence it can be taken in canoes, if the river is open, or on sleds if the river is frozen, to the gold fields.

As it will be impossible for all who go to get their supplies over the summit this fall, the ensuing winter is apt to see a city of tents located at the head of Dyea inlet.

A REPORT ON THE CLONDYKE.

Commission of Labor Will Send an Expert to Alaska.

WASHINGTON, July 24.—Recognizing the importance of the recent gold discoveries in Alaska and adjoining territory, and in obedience to the widespread demand for authentic information in regard thereto, the commissioner of labor has detailed from his regular force an expert, familiar with all the features of gold mining, to proceed to the Clondyke for the purpose of making careful and exhaustive study of the conditions there. It is the intention to embody the facts in a special report or bulletin of the department, which will appear at as early a date as possible.

This is a subject of absorbing interest to all classes, and making this investigation, the commissioner feels that he is working in the interests of the unemployed. Such a report as that contemplated, giving the unbiased facts as to the opportunities for the investment of capital and employment of labor, wages, cost of living, etc., would be of value to the people of this country.

AN ALASKA RAILROAD

ENGINEER GARSIDE SAYS THERE WILL BE ONE.

The Route Has Already Been Surveyed From Skaguay Bay to the Upper Hootalinqua—Work Will Begin Within a Year, and Difficulties in Reaching the North Will Be Largely Wiped Away.

The route of what will probably be the first railroad to be built in Alaska and the Northwest Territory has been surveyed from Skaguay to the upper Hootalinqua river, and work will probably begin on its construction early next year.

The survey has been made for the British-American Transportation Company by George W. Garside, a United States engineer now in Alaska.

These facts were given to a representative of the Post-Intelligencer Tuesday afternoon by James W. Kelly, formerly a resident of Tacoma, who went over the Chilkat pass into the Yukon basin last spring, and who returned Monday morning on the steamer Topeka from Juneau.

Mr. Kelly was formerly with his brother, Milo Kelly, engaged in the fish business at Tacoma, having purchased the

Something That Every Miner Will Want to Study.

Hundreds of inquiries have been and are constantly being made as to the distances between various points encountered in reaching Dawson City by the outside and overland routes. For the benefit of those seeking this information the Post-Intelligencer publishes below two tables of distances. The first tells of the places and distances encountered in making the overland trip, and the second gives the places and distances when making the outside trip by way of St. Michael's:

	Miles.
Seattle to Juneau	784
Juneau to Dyea	100
Dyea to foot of canyon	7
Foot of canyon to Sheep camp	5
Sheep camp to summit	3
Summit to head Lake Linderman	9
Lake Linderman (length)	6
Foot Lake Linderman to head Lake Bennett	1
Lake Bennett (length)	25
Foot Lake Bennett to head Tagish lake	2.7
Tagish lake (length)	16 1/2
Foot Tagish lake to head Mud lake	5
Mud lake (length)	20
Foot Mud lake to Grand canyon	3 1/4
Grand Canyon to White Horse rapids	3
Through White Horse rapids	2 1/2
White Horse rapids to Tahkeena river	16
Tahkeena river to head Lake LeBarge	14
Lake LeBarge (length)	31
Foot Lake LeBarge to Hootalinqua river	30
Hootalinqua river to Big Salmon river	34
Big Salmon river to Little Salmon river	37
Little Salmon river to Five Fingers	63
Five Fingers to Fort Selkirk	58
Fort Selkirk to Stewart river	118
Stewart river to Sixty-Mile	21
Sixty-Mile to Dawson City	49
Dawson City to Forty-Mile	52
Forty-Mile to Fort Cudahy	34
Fort Cudahy to Circle City	240

	Miles.
Seattle to St. Michael's	3,000
St. Michael's to Kutlik	100
Kutlik to Andreafski	125
Andreafski to Holy Cross	145
Holy Cross to Koserefsky	5
Koserefsky to Anvik	75
Anvik to Nulato	225
Nulato to Novikakat	145
Novikakat to Tanana	80
Tanana to Fort Yukon	450
Fort Yukon to Circle City	80
Circle City to Forty-Mile	240
Forty-Mile to Dawson City	52

The North American Transportation & Trading Company has carried all of the passengers who have thus far left this city for Dawson City by way of St. Michael's. The present price of tickets to Dawson City is \$200. Passengers are allowed 150 pounds of baggage, but no provisions. The company will sell a miner a year's provisions at Dawson City for about \$500, and claims that, in purchasing from them, the miner gets his provisions for less than he can pay for them and pack them over the summit.

MAIL SERVICE.

The Schedule of Service Between Juneau and Circle.

Arrangements have been completed for carrying United States mail monthly between Juneau and Circle, Alaska. Carriers will leave each end of the line on or about the first of each month. The carriers are P. C. Richardson, F. W. Hoyt, J. N. Demars, G. P. Sproul and John Brauer.

The schedule is as follows:

	Juneau.	Circle.
August	Demars.	Hoyt.
September	Sproul.	Brauer.
October	Hoyt.	Demars.
November	Brauer.	Sproul.
December	Demars.	Hoyt.
January	Sproul.	Brauer.
February	Hoyt.	Demars.
March	Brauer.	Sproul.
April	Demars.	Hoyt.
May	Sproul.	Brauer.
June	Hoyt.	Demars.

The above applies only to United States mail addressed to Circle and other points in Alaska. The mail is made up at Juneau and goes through to Circle in a sealed sack, which cannot under any circumstances be opened in transit.

Forty-Mile, Fort Cudahy, Dawson City and other points in the Clondyke country are in the Dominion of Canada, and any mail addressed to these points will not be included in this mail. Owing to the fact that communication with these points will be difficult and uncertain, arrangements have been perfected by the Arctic Express Company to forward mail monthly to and from the Clondyke district.

LAND LAWS IN ALASKA

Contentions Set at Rest by Commissioner Hermann.

EXPERT LEAVES FOR GOLD FIELDS

Will Investigate and Make Report on Opportunities in Time for Early Spring Expeditions—Boundary Line Controversy—Report on Maine Collision—More Troops Needed in Yellowstone Park—Bids for Dredging Navy Yard—Other News.

The misunderstanding and contentions regarding the laws that are applicable to Alaska, so far as lands and claims are concerned, were set at rest yesterday by a statement made by Commissioner Hermann, of the General Land Office. Many inquiries, on this question have come to the Interior Department, and numerous applications have been made for copies of the public lands laws, which, however, do not apply to Alaska. All this is due to the gold boom. The general land officials have taken much interest in the reports that come from the gold belt, and have investigated the laws that govern there.

Commissioner Hermann says there is no longer any question about which laws extend over Alaska, and that these are applicable:

- (1) The mineral land laws of the United States;
- (2) townsite laws, which provide for the incorporation of town sites and acquisition of title thereto from the United States government to the townsite trustees;
- (3) the law providing for trade and manufactures, giving each qualified person 160 acres of land in a square and compact form.

The coal land regulations are distinct from the mineral regulations or laws, and the jurisdiction of neither coal laws nor public land laws extend to Alaska, the Territory being expressly excluded by the laws themselves from their operation. The act approved May 17, 1834, providing for civil government for Alaska, has this language as to mines and mining privileges:

The laws of the United States relating to mining claims and rights incidental thereto shall on and after the passage of this act be in full force and effect in said district of Alaska, subject to such regulations as may be made by the Secretary of the Interior and approved by the President. * * * Parties who have located mine or mining privileges therein under the United States laws, applicable to the public domain, or have occupied or improved or exercised acts of ownership over such claims, shall not be disturbed therein, but shall be allowed to perfect title by payment so provided for.

There is still more general authority. Without the special authority the act of July 4, 1866, says:

All valuable mineral deposits in lands belonging to the United States, both surveyed and unsurveyed, are hereby declared to be free and open to exploration and purchase, and lands in which these are found to occupation and purchase by citizens of the United States, and by those who have declared an intention to become such under the rules prescribed by law, and according to local customs or rules of miners in the several mining districts, so far as the same are applicable and not inconsistent with the laws of the United States.

The patenting of mineral lands in Alaska is not a new thing, for that work has been going on, as the cases have come in from time to time, since 1834.

Expert Samuel C. Dunham, of the Federal Bureau of Labor, left here yesterday for the gold belt of Alaska, where he will make an investigation and report in time for the projected spring migrations. Mr. Dunham is well equipped for the work, having spent much time in the mining camps of the West, and for eleven years he has been one of the corps of experts of the Labor Bureau engaged in the investigation of special problems. He has been instructed by Commissioner of Labor Wright to make a critical inquiry into the opportunities for business, for investment of capital, employment of labor, wages, cost of living, climate, best means of reaching the gold fields, and kindred subjects. He will go direct to San Francisco and will sail from there August 9, taking the Juneau overland route and reaching the Klondyke region

the same time I know how far it is from Dyea to Dawson, and I expect at every meal-time to have my hitch of bacon, my crackers and my tea. When I get into the mines I expect to take my lot along with my companions, and while my private secretary in San Francisco will be enjoying his club life and sending my stuff to Eastern papers I shall be wielding the pick and shovel and wearing the miner's togs. Of course if I should happen to strike good paying dirt on my own account I shall locate a claim and on returning to California send men up to work it. But all this will come afterward. When I am up there I shall be a bona fide miner. I shall go in unannounced, and probably no one in all the camps will know me as other than plain J. Miller."

A Lost Opportunity.

Tom O'Brien has been one of the pioneers and capitalists of the Yukon for some time. He was in San Francisco last winter when gold was found on the Klondyke and before he returned last spring he went to Ottawa and got appointed Postmaster at Dawson.

When he was here he saw a fine opening for a transportation and merchandising business on the Yukon and he tried to get capitalists here interested in the venture. He was ready to put in \$50,000 himself, but that would not more than have built one good river steamer. He went to the Alaska Fur Company, to Liebes & Co., to Sherwood & Sherwood and to other people, but found nobody who would take hold and he quit in disgust. If a good river steamer had been ready for competitive operation on the Yukon when the craze began it would have been a mint to its owners, and now there are a few regrets about it.

To Fleece Klondykers.

SEATTLE, WASH., Aug. 1.—Three shrewd sporting men have organized a

combination to fleece the Klondyke miners who are coming down on the steamer Portland, which is due to arrive here about August 25. It is confidently expected that 100 miners will be on the steamer with fully \$1,000,000 in gold nuggets, and naturally the voyage from St. Michaels to Seattle will be long and monotonous, and the gamblers reason that the miners will be inclined to indulge in card-playing. If the game once starts and a few of the gold-seekers get to losing they are sure to plunge and lose their entire fortunes.

The promoters of the scheme are shrewd and fully equipped with modern tools that will insure them against loss. As sporting men they are known throughout the West. The organizer is Tom Erkhart, manager of Billy Malloy's gambling palace in this city, and he is assisted by Anthony Nash, formerly of Portland and now of Port Townsend, and Judd Constance of Boise City, Idaho.

They sailed from here on the 23d of July on the Portland, after having effected private arrangements with one of the officers of the Portland for the exclusive gambling privileges on the return voyage. Each man is to share 25 per cent of the profits, and professional gamblers estimate that they will win anywhere from \$10,000 to \$100,000. Even though the miners should detect the gamblers in the act of cheating the latter will enjoy immunity from harm by the kindly protection of their confederates among the steamer's officers.

**ARE NOW
CLIMBING
THE PASSES**

Those Who Went on the Al-Ki Get Through All Right.

HIG SHIPPING BOOM AT SEATTLE.

Transportation Lines Getting Ready for the Rush in the Spring.

ORDERS GIVEN FOR BUILDING NEW VESSELS.

Managers of Steamship Companies determined to Meet the Klondyke Travel.

SEATTLE, WASH., Aug. 1.—The steamer Al-Ki arrived from Dyea at 3 o'clock this morning, some thirty-six hours behind her schedule time. The delay was caused, as was anticipated, by the difficulty in discharging her cargo at Dyea, where there is no wharf. All the freight had to be landed in stall boats, which struck ground some distance from shore. She landed a large number of cattle at Pyramid Harbor. They are to be driven across by the Jack Dalton trail, striking the Yukon in the neighborhood of old Fort Selkirk, at the mouth of the Pelly.

Those who went in on the Al-Ki found no difficulty in making arrangements for having their freight packed over the passes. In fact the steamship was met by runners for the rival ports, who each labored earnestly to induce the travelers to stop at his particular town, claiming that the pass there was the only one which could be used. Packing contracts were let at 17 cents over the Chilcote Pass and 15 over the White Pass; \$150 a thousand is charged for carrying lumber across either pass to the lake.

Senator Perkins of California arrived here this afternoon over the Canadian Pacific Railroad. He will remain here looking over the steamship situation, with special reference to the rushing Alaska trade. Senator Perkins summed up the policy which would be pursued by the Pacific Coast Steamship Company very tersely. He said:

"We will handle the travel and keep it moving if we have to put on a steamer to leave here every other day from now on."

The North American Trading and Transportation Company is making elaborate preparations to handle the Yukon travel by St. Michaels and the river boats, and through Charles H. Hamilton, secretary and manager in this city, to-day closed a contract with the Moran Bros. Company of this city for six large stern-wheel steamers, three to be built this fall and three in the spring, for use on the Yukon River. Each of these steamers is to be 190 feet in length, and will be equipped with powerful engines.

The boats are to be got out here at the shipyard, shipped up to St. Michaels by sailing vessel and assembled up there. Mr. Hamilton further stated to-day that the company would purchase in the East, if possible, and if not, they would build three large ocean steamers with capacity for 1200 to 1500 passengers, and send them out by the Straits of Magellan this winter, so as to be in Seattle in time to take pas-

sengers north as soon as the river opens in the spring. If these plans are all perfected, this company alone will be able to land about 15,000 people into points on the Yukon during the open part of next year. This is the most elaborate transportation scheme which has yet materialized in connection with the Yukon. The general offices of the company are to be moved from Chicago to Seattle forthwith, and will remain hereafter at this point.

Pomona Has the Fever.

POMONA, CAL., Aug. 1.—Pomona has the Klondyke fever. A company is being organized with a capital of nearly \$40,000 to transport stores and stock to the famous region. It is backed by Eastern capital and a number of leading business men are interested.

RIVALS OF THE KLONDIKE.

H. G. S. Van Ardy. 2/1/91
IT IS SAID THEY HAVE BEEN FOUND,
FURTHER UP THE YUKON.

Reports of Great Mining Strikes Made on the Stuart and Pelly Rivers This Year—They Are Said to Be Even Richer Than the Klondike—Busy Times at Taiya Inlet.

SAN FRANCISCO, Aug. 1.—The most interesting feature of the mail advices that come from the Klondike will be the details of the mining strikes made on Stuart and Pelly rivers this summer. Several times since the arrival of the Klondike miners with their nuggets from Bonanza and Eldorado creeks stories have been afloat of still richer fields on Stuart Creek and other creeks further east. None of the returned Klondikers was able to give information on the subject. Many have mined with limited success on Stuart, Pelly, and other rivers before striking rich dirt on the Klondike's tributaries.

The only hint of what has been found comes through Surveyor Ogilvie in the following news from Ottawa, received at Victoria, B. C.:

"While the Government officials are extremely reticent as to the latest advices from Surveyor Ogilvie and Inspector Constantine, the fact has leaked out that these officials have assured their departments that scores of miners are deserting the Klondike for a richer district further east, believed to be Stuart River, where it is said still more wonderful deposits have been discovered this spring."

The last letter from Mr. Ogilvie was dated Yukon River, near White River, June 7, and contained this information:

"As opportunity presents itself to send you a few lines, I take advantage of a friendly log on the bank, with my camera box for a desk, to write a short account of my doings since I last wrote, on Jan. 30. I have made a survey of all the claims applied for at or near Dawson. I surveyed nearly 2,000 claims on Bonanza and Eldorado Creeks, and got nearly all, if not all, disputes on these creeks—and they were many—settled quickly and without trouble, and, as was most important, educated miners pretty well in the requirements of the mining laws. I am now on my way to Pelly to make a survey of claims applied for there, when I will go out via St. Michael and San Francisco." [The above letter has already been printed in substance in THE SUN.]

Pelly River is about parallel with Stuart River and enters the Yukon about forty miles higher up. Both rivers are on the right or east bank of the Yukon, and are east of Dawson City. The Pelly has also been prospected by some Klondikers with little if any success, but this is no proof that other prospectors have not been more fortunate.

SEATTLE, Wash., Aug. 1.—The steamer Alki, from Juneau and Taiya, arrived early this morning, being detained a little over her usual time by adverse wind. She has postponed sailing till Tuesday morning. More passengers and freight are offering than she can carry, and many are turned away.

Her officers report busy scenes at Taiya, with huge stocks of freight and baggage piled up along the beach and a tented city of prospective millionaires scattered among the trees and brush. They are organized into small parties of

from four to twenty, and those experienced in camping and packing are making fair progress, while the inexperienced are not faring so well, but all are hopeful and think they will be able to get through the first trying ordeal all right.

The officers also confirm the report of the exodus from Juneau, Douglas, and other places in south Alaska. The towns are almost abandoned by able-bodied men, and the stores are cleaned out of their stock of outfitting goods.

Among the first man to try the White Pass to the Klondike is Mr. Bratnaber, an American mining expert, who has been in the employ of the Rothschilds for many years, and is still engaged with them. He and his guides anticipated making the trip from tidewater to Dawson in forty days, and expected to accomplish it on horseback the greater part of the distance.

CANADA AND THE KLONDIKE.

Seattle and Vancouver Are Agitated Over the Situation.

VANCOUVER, B. C., Aug. 1.—The citizens of Seattle have held mass meetings protesting against Canada collecting duties on the necessities of life taken into the Klondike, and urging the Government to refuse bonding privileges to Canadians.

Victoria and Vancouver, British Columbia, will hold similar meetings and pass resolutions asking the Canadian Government to refuse bonding privileges to Alaska to all Americans if the United States Government acts upon the Seattle suggestion.

A party of engineers, surveyors, telegraph operators, and scientific men sent by the Dominion Government will start for the Yukon gold fields from Victoria next month.

KLONDIKE AND THE FRAZER.

Several Points of Similarity in Their Prospects and Booms.

SAN FRANCISCO, July 26.—Although the Klondike is the only topic of conversation in street and office, parlor and barroom, and though every second man you meet declares his intention of going to Alaska as soon as possible, the actual departures for the land of gold have not been so numerous thus far as the departures for Frazer River, thirty-nine years ago, when 20,000 men started for the diggings in four months.

Rates of passage are what the steamers choose to ask and travellers are willing to pay. The Alaska Commercial used to charge \$120; the asking rate is now \$250, and at the office the invariable reply of the clerks is that all the ships are full. At Seattle and Tacoma the steamers are filling up with horses and dogs; the freight on a horse is \$22.50 to Juneau; on a dog \$5; but the shipper is required to pay in addition \$11 a ton on forage for the animals. Half the old horses in Washington are being shipped north. More circumspection is exercised in the selection of dogs. It is reported by travellers that the American dog will not stand the cold of Alaska; dogs of the Yukon or Danish breed are preferred, and are worth a little more than horses.

The promoters of the Klondike boom appears to be getting scared at their success. They have evoked a movement which they cannot stop. It is in vain to warn the adventurous; every young man thinks he is going to be the one who will escape starvation and gather in nuggets. Louis Schloss of the Alaska Commercial, which stands to make the most money out of the fever, is warning every one to stay at home. He said:

"We shall refuse to take passengers at all in our next steamer. We could sell every berth at the price we have been asking—\$250, as against \$120 last spring—but we shall not sell one. We shall fill up with provisions, and I have no doubt the Pacific Coast Company will do the same. We are afraid. Those who are mad to get to the diggings will probably be able to get transportation by chartering tramp steamers, and there is a serious risk that there will not be food enough for them at Juneau or on the Yukon. After the season closes it will be next to impossible to get supplies into the Yukon country, and a large proportion of the gold seekers may starve to death. That would be an ominous beginning for the new camp. Alaska is not like California or Australia or South Africa. It produces nothing. When the supplies from outside are exhausted, famine must follow. That degree no one can tell."

It is understood that there are 2,000 tons of food at St. Michael, and the Alaska Company has three large and three small steamers to carry it up river. It is hard to ascertain how much there is at Juneau; it is vaguely stated that there are 5,000 tons. At a pinch steamers

might work their way for several months to come through the ice to that port from Seattle, which is only three days distant. But it may be nipped and tuck in there is any rush of gold seekers from the East.

Old men are pointing out how history is repeating itself. The Klondike is Frazer River over again. It was in the spring of 1858 that the rush of gold seekers began. Victoria, on Vancouver Island, was their rendezvous and base. There was no road through the cañon of the Frazer; the gold seekers lumbered over precipices and through defiles on the edge of abysses where a goat would have had difficulty in keeping its footing, to Murderer's Bar. Here began that series of bars formed by the eddies in the current of the river on which the miners found their reward. All the way from Hope to Yale the river was sprinkled with prospectors, who, during the season of 1858 made

an average, or said they made an average, of a ounce a day, just as labor is said to be commanding \$15 a day on the Klondike.

The yield of the Frazer River diggings in 1858 was over \$2,000,000, probably about as much as the yield of the Klondike will be this year. In 1859, 1860, and 1861, it was probably larger. Those who were lucky concealed the measure of their luck, while boosters exaggerated their gains, so no accurate returns were possible.

Over the sides of the Frazer Cañon everything had to be packed on the backs of prospectors or Indians, and provisions frequently fell short. Many times rations had to be suspended for want of food; parties left the camps for the river mouth in search of supplies or allayed the pangs of hunger by eating wild berries. There were no cases of starvation on the Frazer, as food was always within two or three days' reach; and the cold, though severe in December and January, was nothing like the temperature on the Yukon.

The Frazer excitement was subsiding when, in 1860 and 1861, it broke out afresh in consequence of discoveries on the upper tributaries of the river, such as the Tumbul, in a country to which, from a range of mountains intersecting it, the name of Cariboo was given. Referring to a bundle of old papers which had been carefully preserved, an old miner recently read to the writer extracts which are marvelously like the stories the newspapers are publishing about the Klondike.

At Antler Creek nuggets could be picked out of the soil by hand, and the rocker yielded fifty ounces in a few hours. Shovelers sometimes contained \$50 each. Individuals were making \$1,000 a day, and the output of sluice and flume claim was sixty ounces a day to the man. Much of the ground yielded \$1,000 to the square foot. At William Creek, several claims realized 100 ounces a day. One man obtained 387 ounces in a day and 409 ounces on the day following. At Barkerville the Ditter Company washed out in one day 200 pounds of gold. Several claims yielded 100 ounces and more daily. The Wake-up-Jake Company washed fifty-two ounces from a panful of dirt.

At Van Winkle Ned Campbell and associates took out 1,700 ounces in three days' washing, and near there the Discovery Company, consisting of four men, took out forty pounds in one day, and cleaned up at the end of the season with \$250,000. At Lowhee Creek Richard Willoughby worked a claim on a blue slate bed rock within four feet of the surface, and obtained eighty-four ounces in one day and \$1,000 in the week, while near him two brothers named Patterson took out \$10,000 in five weeks, one day yielding seventy-three ounces, partly in nuggets weighing ten ounces each. At the Quesnel forks the clean-up for the day was sometimes as much as two men could carry.

The discoverers of the rich diggings at Antler Creek were three men—Rose, Diety, and McDonald. What became of McDonald, who was a French-Scotchman, from Cape Breton, is not known. Diety died a pauper at Victoria in 1877. Rose wandered away from camp one day, and for weeks no one knew where he was. A party tramping through the snow one day came upon his body. His tin cup hung from the branch of a tree. On it was scratched with the point of a penknife, "Dying of starvation. Rose."

From first to last not less than \$50,000,000 of gold came out of the Frazer River and Cariboo diggings, but no fortunes can be traced to that source. In this city of millionaires not a man can be pointed out who owed the foundation of his prosperity to Frazer River.

OFFICIAL MAP OF ALASKA.

It Includes the Klondike Region, and Was Prepared by the Coast and Geodetic Survey.

WASHINGTON, Aug. 1.—The Coast and Geodetic Survey has prepared the best map and chart of Alaska and the Klondike region extant, and so great has been the demand for it that Superintendent Duffield has been somewhat embarrassed to supply promptly all those who have made requisitions. The chart is the latest made of that part of the world, and shows not only every mountain peak, range and river, but the paths most accessible to the far Yukon region.

Every inlet and bay is marked, and all the little places, such as Mound City, Circleville, and Forty Mile Pass. The record of the past two weeks shows that at least 6,000 of these maps have been sent out from Washington, one Chicago firm alone calling for 500. They are sold for a moderate price and can be procured in a few days. On this map official sanction is for the first time given to the spelling of the word Klondike.

DAWSON'S RICH MINES

Star *Dawson* *D.C.*

E. A. Mizner Tells of the Growth of the New Camp.

NO OPENINGS FOR NEWCOMERS

Easy Pass Over the Mountains by Way of White Trail.

NEW PAPER FOR KLONDYKE

The steamer Alki, which returned to Seattle yesterday, after a trip to Juneau, brought the following letter from E. A. Mizner to the New York Journal:

DAWSON CITY, Klondyke river, Canada, June 26.

This is the land of gold. I am purely misled, not California in the days of '49, not Australia, not the prolific Rand of South Africa should rank with it.

I venture to estimate the output of gold for the season from the placers in the immediate neighborhood of Dawson at \$1,000,000. Some of the enthusiastic miners here say that the product for the season will be nearer \$10,000,000 than \$5,000,000, but I have noticed a local inclination to brag and I want to be entirely within the facts in any information I send out from this camp of marvels.

Before this message can reach the coast the story of the richness of these gold laden placers will be the property of the world, for by that time the miners who left here with their bags of gold will have reached the American cities with their burdens of dust and nuggets to convince the skeptical.

Dawson has grown like a mushroom since the news of the richness of the mines in this neighborhood has reached the other diggings along the Yukon and its tributaries. The present population of this town is about 4,000. Men are streaming in as rapidly as their legs or the river steamers' or horses will transport them. We in Dawson have a notion that by the close of the short summer season there will be 10,000 people in the town.

Dawson Matches Tombstone.

And such a town! It has some of the characteristics of mining camps that Bret Harte has made into story, but it has qualities that California camps never had and never could have. The game of life is played fast, and the boisterous side of mining camps is developing as the population increases. Now Dawson would match Tombstone when Tombstone was young. There are gamblers by the score, and there are dance halls by the score.

The principal source of fighting in frontier mining camps—disputes over the possession of claims—has been missing up to this time from the Klondyke region. The Canadian mining laws seem fair, and they are regarded and are enforced as well as possible by the small official force representing the dominion government. A section in the law prohibits a miner from "taking up" more than one claim in a neighborhood. This provision of law leads to caution in the selection of claims, and estops land grabbers from controlling all the claims in sight.

I do not mean that all the residents of Dawson are willing to obey the law merely because it is law, for I am certain that many of the men are worrying their brains to devise schemes to get hold of a number of claims, and would be glad to evade the rules. Miners generally work in groups, or companies, and each member of a group has an interest in all the claims worked for the joint account of himself and companions. But the caution I have mentioned shows itself in the big population of the town. There is no good reason that so many should be here, except this provision of law restricting a man to one "location." When a miner has "only one rattle out of the box" he takes time before making his throw. Therefore Dawson is a base of operations for men who go out from this center on prospecting trips.

Claims on Good Ground Taken Up.

There are no openings here for newcomers.

ers to locate claims along any of the creeks where gold placers are known to exist. All the claims on the "good ground" in this immediate vicinity have been taken up. A stranger has to get out and prospect in places of which nothing definite is known, yet, of course, places just as likely to contain gold as any of the claims that have yielded the big fortunes to the miners.

Parties leave here every day on prospecting tours. When a discovery of gold is reported crowds rush out in frenzy to the place.

The thronging in of men is making an important change in the prices paid for labor. While provisions are dear, the price of labor is going down. I have known a laborer to get \$20 a day for his toil, but that price was not paid to every man. The indication now is that many men who must have food and clothing will crowd the town and that the rate of wages will fall to the cost of subsistence. Flour is \$6 a sack.

The weather is intensely disagreeable. The mercury has stood at 87 degrees for two hours in the shade, and this is morning. And there are mosquitoes—millions and millions of mosquitoes—voracious as wharf rats, fiercely stinging. They contribute to the discomforts of living on the Klondyke.

Three Hundred Miles of Gold.

Gold in one form or another has been found along a belt nearly 300 miles long. By the close of the season much more will be known of the character of this belt, for the prospecting going on is thorough, the circumstances and population considered, and more definite information should result.

When I can send a trustworthy report for the guidance of persons contemplating a trip to the Yukon next spring, I shall hurry it down. Just now not much that is definite can be said to persons not on the ground, because of the absence of available openings for stakes in any district known to be worth working.

Those who have claims on the Bonanza, the El Dorado and the Bear seem certain of immense fortunes.

I cannot truthfully say more.

Rich Find at Rainy Lake.

A rich strike has been made at the Rain-dolph mine, near Mine Center, Rainy Lake City, Minn. Ore that will assay from \$500 to \$1,000 to the ton has been uncovered.

A blast that was made there two days ago threw up several good seed nuggets. One of them weighing twenty-two ounces is pure gold. The discovery is the richest yet made in the Seine river country. The controlling interest in the mine is owned by Louis A. Hall of New York. The news has caused a great deal of excitement throughout the gold fields.

NEWSPAPER FOR KLONDYKE.

Chicago Woman Expects to Start One in the Gold Fields.

One of the first newspapers to be started in the Klondyke region will be owned and operated by a Chicago woman. Mrs. Caroline Westcott Romney, who will leave immediately for the Alaskan gold fields, will take with her a small hand press and an outfit comprising all the necessities of the newspaper business when conducted on a small scale.

She expects to reach the Klondyke before the beginning of winter, and firmly believes the success of her venture is assured.

She published a newspaper in Leadville, Col., for nearly a year at the time when the boom was at its height, and for over a year and a half she did the same thing in Durango, Col.

ARMY OFFICERS START.

Capt. Ray and Lieut. Richmond to Investigate Need for Troops.

In accordance with orders received from the War Department, Capt. H. P. Ray and Lieut. Richmond of the 5th Infantry, stationed at Fort D. A. Russell, left yesterday for Alaska.

They go to investigate the situation and report on the advisability of sending troops to that region. It is understood that if they report the need of troops there Col. Randell will be ordered north with one or

more companies as soon as transportation can be arranged.

WHITE TRIAL IS EASY.

Improvements Have Made This Route Passable for Man or Beast.

Harry Fitzgerald, who was a passenger from Juneau on the Walla Walla, which arrived at San Francisco Saturday, brings valuable news regarding the two best-known passes to the Klondyke—the Chilkoot and the White.

"I went over the White Pass to Lake Landerman on June 17—just a month before the work on the trail was completed," said he. "I think it is by all odds the best of all the passes, and I do not understand why so many go by the way of the Chilkoot, particularly at this time of the year."

"On the American side private individuals have built the White Pass trail, and the Canadian government had twenty-five men working for four months on the Dominion side, so that there is now a fine, broad trail, over which horses and mules can travel easily. The trail starts at Shagaway, about three miles from Dyea, and is a more accessible landing place than the latter, because there is deep water here."

"From Shagaway, where a wharf is to be built, the road rises steadily and continuously until the summit is reached at a point 1,100 feet lower than the highest point on the Chilkoot. The descent to Lake Landerman is about the same as on the Chilkoot. Packing over the White Pass costs fifteen cents a pound."

Mr. Fitzgerald states that great quantities of food are piled up along the trail at intervals, all the way from Dyea to Sheep Camp, which is six miles from the summit. He says that in some places the piles are as high as two-story houses. Not half of these provisions can get over this winter, but he says that there is little danger of it spoiling, as it is nearly all canned goods and flour in stout canvas sacks. The Indian carriers are working for those who pay the most, and as the rush is increasing and the adventurers are impatient, the natives are getting rich. Mr. Fitzgerald will return in four months. His destination will be the Stuart river, where he believes the discoveries will eclipse those of the Klondyke.

Rivals of the Klondyke.

The following news has been received at Victoria, B. C., and comes from Ottawa, Canada, as the report of Canadian surveyors in the Klondyke region:

"While the government officials are extremely reticent as to the latest advices from Surveyor Ogilvie and Inspector Constantine, the fact has leaked out that those officials have assured their departments that scores of miners are deserting the Klondyke for a richer district further east, believed to be Stuart river, where it is said still more wonderful deposits have been discovered this spring."

CONCERNING ALASKAN BOUNDARY.

Canadian Official Says There is Little Dispute Over the Line.

Recent publications relating to the claims of Great Britain to a large share of Alaska, the surveyor general of Canada says, are due to a misconception of the meaning of the designation "British Columbia" and "undefined boundary" as printed on the map issued a few days ago by his department.

"We refrained from plotting any boundary line in that part of the territory constituting the coast strip running south and east from Mount St. Elias," he said. "In fact, the map was issued, as is well understood here, at the earnest demand of the public for reliable data as to the location of the newly discovered gold fields and the best routes of access thereto. It is compiled from the latest information and surveys in our possession, and in so far as the physical features of the country are concerned may be taken as correct. So, too, is it absolutely correct as to the boundary between Alaska and our northwest territories."

"The determination of the point of intersection of the west coast boundary line with the 141st meridian seems to have been jointly agreed upon by American and Canadian officials, for it has been authoritatively stated that the peak of Mount Elias, always claimed by the United States, was found to be about two miles on the Can-

adian side of the point of intersection of the true boundary lines, but that Great Britain had agreed to allow the peak of the mountains to mark the point of intersection of the coast and meridian boundary lines. Canadian surveyors have marked the boundary at the most important points in the Yukon country for the convenience of officials."

"The report of the United States surveyors shows that there is no appreciable difference between the determination of the two parties. On our map just issued you will see Birch creek marked wholly within Alaska, the mouth of it being some 350 miles west of the 141st meridian, as we have it down; neither can there be any dispute as to the boundary crossing of Forty Mile creek. In fact, I may tell you the exact difference there between the two surveys is six feet. There is, therefore, no shadow of foundation for this revival of the exploded story of Canadian land grabbing."

KLONDYKE REGION IN '95.

Extract From a Letter Written to Gen. Miles in That Year.

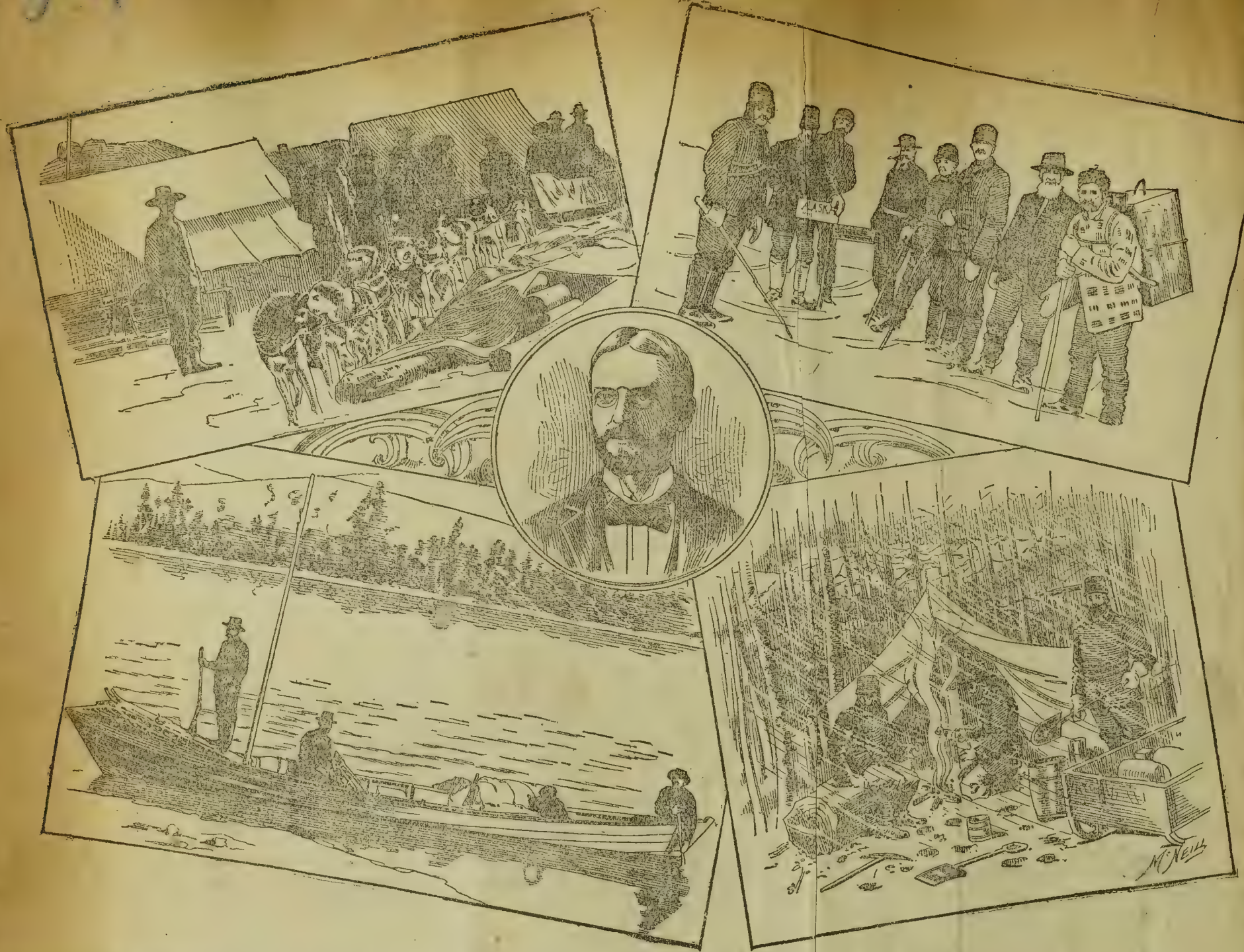
An interesting letter, particularly so at the present time, was sent to Maj. Gen. Nelson A. Miles, September 16, 1895, by R. B. Weare of the North American Transportation and Trading Company, with headquarters at Circle City, Alaska, on the Yukon river. There is something in the letter regarding the development of that region and the gold mining being carried on there. At the time when the missive was written, the sender states, there were 2,000 placer miners who had recently visited the country. As to the necessity of protection even then the letter says:

"The mines are turning out so rich and so extensive, and the prospects are so brilliant, that hundreds of people are going in who don't understand mining, and who become reckless and hard people to manage."

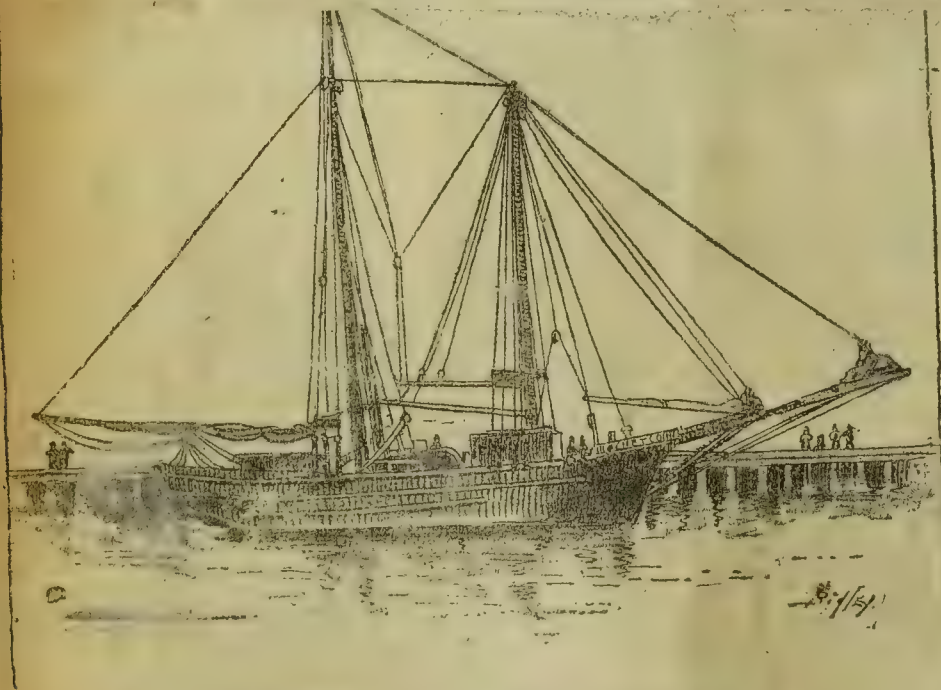
"We need very badly some protection, and as the Secretary of War tells us there is no way that he knows of to send troops to that country, it has been suggested to me that under the act allowing the army to enlist Indian scouts you could authorize some person satisfactory to yourself to go to the interior of Alaska and enlist a company of Indian scouts, who could maintain peace and order in the mining districts. It would be a great thing for the people of what is now an almost unknown country. I assure you that the investigation that I and my brothers have made in the interior of Alaska along the Yukon river and some of its tributaries would indicate a sensational development later on. My brother brought with him from Alaska in July and sent to the United States assay office at Helena, Mont., 400 ounces of gold dust, and we hope that he will bring as much more on his last trip, arriving here (Chicago) some time in November."

"This is proof of what is there, and we know it to be a fact that hundreds of miners have made from \$2,000 to \$8,000 per year, and their methods of mining are of the most primitive nature. Quartz leads are to be found in abundance wherever we have prospected, and we have located leads that assay very rich, and which are very accessible, and we believe in time will become very valuable. No river in the country has been prospected by our people that good pay diggings have not been found. Now that we can get plenty of food there it is the duty of the government that they give protection to men going there with property, and who want to go into business and open up mines."

THE NEW GOLD FIELDS!



These Pictures, Drawn From Photographs, Will Be Received With Great Interest, as They Are the First Ones Published of the Great New Gold Fields. They Tell of the Hardships, and Were Taken by J. Edward Spur, United States Geological Expert.



FITTING UP THE CHETCO.

One of the many craft being pressed into special Alaskan service by gold-seekers is the little gasoline schooner Chetco, which has been bought from T. P. H. Whitelaw by Angus Macintosh, formerly president of the Merchants' National Bank of Seattle, and J. H. Griffith. It is planned to remove the keel and go up the river to Dawson in the schooner with a small party of men. The scheme is an oddly planned one all around. The Chetco is being made ready at Spear-street wharf.

ROAD TO KLONDIKE

How the Gold Hunters Will Make
Their Way to the Golconda.

SAILING OVER SEAS OF SNOW

A Land Where Horses Are Unknown
and Dogs Are Worth \$500.

THE CHILKOOT PASS

(Copyright, 1897, by the Bachelier Syndicate.)
Written for The Evening Star.

The late E. J. Glave, who first used pack horses in Alaska so recently as 1890, would be considerably astonished if he could see the development his bright idea has led up to in seven years. Every vessel which has gone to Juneau with supplies for the great Klondike mining region has carried pack horses for use on the famous Chilkoot pass. Probably there are now not less than two



THE ROAD AGENT TURNETH OPPORTUNITY TO GOLD.

or three hundred pack animals on the pass, where in 1890 the appearance of these unknown equine "big dogs" filled the native breast with apprehension. Other feelings than apprehension now fill the breast of the noble red man at sight of the horses. In the old days, supplies went on Indians' backs in summer. About eighty or ninety pounds made a load and the carrier himself ate three or four pounds of food per day. Obviously, under such conditions, time was up in about thirty days at the most. Or, if the Chilkoot were passed and the Indians sent back, the stock of food was considerably diminished and the cost of the remainder almost prohibitive, for the Indians demanded \$2 a day and upward for their services.

During the present season horses have been used to pack dry groceries over the pass, while sheep and oxen have been driven over, to be slaughtered on the other side, after the point of embarkation down the Yukon was reached. The difference between an Indian, who eats the food he carries, and a sheep, which lives on the grass of the short arctic summer while

surefootedly scaling the rocks, and afterward becomes meat itself, is considerable in favor of the sheep. Dry groceries, but not live animals, owing to the prohibitive freights, can also be taken into interior Alaska by way of the Yukon river, but this route is slow and uncertain. After the middle of July, when the rush for the Klondike began, it was useless to go to the Yukon's mouth and then, too late in the season, begin the weary 1,850 miles of current navigation in shallow water. Indeed, those who attempted it will probably get only as far as St. Michaels in the lower river this fall and must complete the journey in early spring—early, that is, for Alaska; say along in May and June. If the ice forms in the Yukon late this year and the journey of those who set out is completed, it will occupy 30 or 40 days or probably more.

In the Spring.

The best time to go into the interior of Alaska by the Juneau route is early spring, before the ice has left the river and lakes, or the snow has melted from the pass, and after the worst of the winter is over.

But the gold hunters who are now striding over the pass have no notion of waiting until spring. The summer method of travel, after passing Chilkoot with the aid of the pack horses, is to build or buy a clumsy, flat-bottomed bateau at the saw mill on the upper Lewis river and row down the stream upon it, fighting on the fierce swarms of mosquitoes and avoiding constant danger from rough water on the inland lakes, where a stiff breeze can blow up white caps at ten minutes' notice. Lake Lindermann, Lake Bennett, Tashar and Mud lakes, and particularly Lake Labarge are noted for rough water. During the last half of the journey the banks of river and lakes are low and monotonous, and knee deep in mud during the short summer. Altogether, the trip by boat is exhausting and disagreeable, not the least of its disadvantages being that it lands the gold-seeker at last, after floating down the river from Port Selkirk to the mouth of the Klondike, in camp just at the beginning of the ten months' winter.

The Wild Chilkoot Pass.

Chilkoot pass is "mighty onsartin" after

56
September 15. There may be snowstorms at almost any time so fierce and wild as to interrupt passage. Still later in the season it will be foolhardy for greenhorns to attempt the trip at all. But the greed of gold is a powerful incentive, and it is certain that travel inland will be continued this fall long after the usual quitting time, and will be attempted in good weather in winter. And as those who participate in it will be in many cases men unused to danger and exposure, it is difficult to see how loss of life is to be avoided. After the first heavy snow falls, sledges can be used to transport goods over the pass, and dogs employed to drag them, in a cold which would soon render pack ponies useless. When the ice has sufficiently frozen the lakes and rivers, nature has prepared a perfectly smooth road for the sledges, and many miles a day may be made with the utmost ease.

On a running stream, new ice is treacherous, and an involuntary bath in the October or November waters of the upper Yukon is not a thing to be greatly desired. But men who are used to it travel all winter long in the neighborhood of the arctic circle. Circle City and other points above enjoy a mail once a month. The runners who take out and bring in letters are men inured to exposure and thoroughly acquainted with the road.

Sledging.

"Sledging in" is a pleasanter process in the spring than at any other time. Then, with a thermometer never very many degrees below zero, the heavy snow has filled up the rough places on the rocky pass and has become sufficiently hard to bear the sledges well. Fresh falls of snow are rather less likely than in the autumn, the days are longer and the wind generally blows from the south. At such a time the voyageur can often extemporize a sail out of a "three-point blanket" slung to a crotched stake, pile his quarreling, biting dogs on top of the load and go ice-boating away to the north, twenty or thirty miles at a time, at a spanking, satisfactory rate. There's many a bad tip-over in this kind of progress, but it's easy and it's quick, and these are reasons that appeal powerfully to a man in a hurry for gold.

Dogs are worth from \$300 to \$500 in the neighborhood of Dawson, the new city. The supply of dogs that will stand the climate is limited, and the price mounted sharply upon news of the big gold strike. Many a dog bought at such prices will be killed and eaten this coming winter on the Klondike. As by that time the poor dog will be reduced to skin and bone and will not weigh much, his meat may represent \$15 to \$20 a pound. But Klondike will be lucky if meat doesn't run even higher before spring brings a new supply.

The Boundary.

The new places are indubitably on British soil; but as the road thither, whether by the Yukon or by Chilkoot pass, leads through United States territory, there should be a settlement of the long vexed Alaska boundary question. The line crosses the Yukon in the heart of the gold region. Here there is no dispute. The 141st parallel of latitude is the line, needing only surveying and making. But from Mt. St. Elias southward John Bull wants to measure the "ten marine leagues" inland, which the line is not to exceed, from the outer edge of the islands instead of from the shore of the mainland itself. This makes a very considerable distance in a region likely soon to be very useful for agriculture, for fish-canning and hydraulic mining and stamp milling. Much of Alaska's gold still comes from quartz mills near salt water, in spite of the superior richness of the less easily reached Klondike.

THE POST-INTELLIGENCER.

SEATTLE, MONDAY, AUGUST 2.

GOLD AS A CIVILIZER.

When Gov. Adams made his speech at Denver lately he declared that it was not the gold of the miser that was wanted, but the gold which should aid in the civilization of man. This looked like a rather far-fetched illustration. The idea that civilization can be advanced by digging a metal out of the earth whose chief use is for ornament except as a medium

of exchange does not suggest a very high idea of civilization. Gov. Adams was right, however. Gold has been the agent of a wonderful civilizer, and the most recent discovery of it in quantity will lead to important geographical results and to the utilization of agencies hitherto entirely neglected.

The centering of interest on a very small area near the headwaters of the great Yukon river is only the focussing of an attention which will again radiate and cover thousands of miles of territory as much a terra incognita as the heart of Africa, the recesses of the Southern American countries, and the great islands of the South Pacific.

Gold opened up the continent of Australia, and it is luring men to penetrate depths of the interior of Africa only trodden before by the foot of the explorer and the hunter, and scarcely known even to the native races who have skirted its dark forests and lingered on the shores of its expansive rivers.

Civilization hears, at long intervals, of travelers and prospectors touching isolated spots in the land of the Incas and the Aztecs, but even after hundreds of years there is little known of those treasures which tempted Spanish cupidity and stirred to deeds of daring the adventurers of the peninsula of Genoa, of Holland and of England.

Far off in southern latitudes are islands only second to Australia in size, whose soil and climate fit them to be the centers of a great population, and if gold shall be discovered there, the terrors of cannibalism and the ferocity of native tribes will not be a barrier sufficient to keep out the undaunted searcher for the precious metal.

No other known agency can accomplish so much as the thirst for gold. There is no modern motive so powerful, and it has never had a peer except in those isolated cases where, in ages much darker than this, intrepid and self-sacrificing men have undertaken hazardous missions to propagate the truths of Christianity.

Following the argonauts there will be a train of circumstances and movements tending toward the opening up of the vast fields of Alaska and that unknown land which figures on the maps as the Northwest Territory, and whose blank spaces bear only the legend "Unexplored."

There should be no difference between England and the United States as to the seal question. It is no less for the interest of England than of this country that the seal industry should be preserved, and if a mistake has been made it should be rectified without acrimony.

The Great Northern and Northern Pacific will find it to their interest to foster Seattle as the depot for Alaska's trade. To divide it between Seattle and any other Sound port only helps San Francisco, and what that city secures the two railroads lose.

The Clondyke fever rages, but it is a tempest in a teapot compared with the storm that will sweep the country when the Portland comes down with its confirmatory reports and its four tons of gold.

It will be observed that a large number of rivals to the Clondyke have sprung up.

California is exploiting alleged wonderful discoveries in Peru, and even Oregon is attempting to get up a counter-attraction.

Eastern newspapers will not fail to take notice that in spite of the depopulation of Seattle on account of the Clondyke fever there is still one man left who can efficiently fill the office of mayor.

Mayor Wood should pay a compliment to the place where his ship was built and call it Eureka; and it would be a very appropriate name.

KILLED AT DAWSON.

Sad Fate of a Once Respectable Tacoma Young Woman.

Special Dispatch to the Post-Intelligencer. TACOMA, Aug. 1.—Private advices have been received here telling of the shooting of Maggie Ziegler, a Tacoma girl, in a Dawson City dance hall. According to the letter received by her parents, the girl refused to dance with a half-drunken miner, and he avenged himself by shooting her. She was killed instantly. Miss Ziegler had lived here for several years and was employed in different laundries. She acquired a loose reputation and finally left for Alaska last spring. Her parents are respectable, hardworking Germans.

THAT ALASKA RAILWAY.

Mr. Bellingham Denies His Advocacy of the Scheme.

At the Hotel Northern there is registered among yesterday's arrivals from Alaska A. Bellingham, who signs himself as from Skaguay. Mr. Bellingham is the representative of a company of English and American capitalists who, it is said, have in mind the building of a railway from Skaguay bay through the White pass to the Northwest Territory. Yesterday a representative of the Post-Intelligencer met Mr. Bellingham and inquired as to the truth of the rumor that he was on his way to England to work up the feeling among the stockholders of the British Columbia Development Company toward pushing the work. Mr. Bellingham said that his mission in England had no such connection. He is going home to settle the estate of his father, who died several months ago. The British Columbia Development Company, says Mr. Bellingham, is employing horses in its pack trains, the company now owning 160 animals. He discussed the advantages of the White pass over any other for reaching the placer mining districts from tide water, stating that it is 1,100 feet lower than the Chilkoot. The distance is twenty-seven miles from salt to fresh water, the delivery being made from the wharf at Skaguay to Toochi lake in two days. There is no portage at all by the route Mr. Bellingham advocates, and the rate for transporting freight is 15 cents per pound. The journey has, he says, been made in one and one-half days.

care to state.

With the increase of business Mr. Hamilton's responsibilities likewise increase, and besides being the secretary of the company he will also be its traffic manager. He announces that his offices are to be permanently located in Seattle. When asked about the ocean-going steamers that will ply between Seattle and St. Michaels, Mr. Hamilton stated that there will be accommodations for 100 first-class and 200 second-class passengers and 1,000 tons of freight each. Beside the capacity for freight of the new steamships, the company will charter sailing vessels, which will also handle freight.

The Hueneme, now loading, will take, beside steamer supplies and material, part of a cargo of general merchandise,

and this week there will be two more sailing vessels, the Sailor Boy and the Novelty, which will arrive, it is expected, Friday and Saturday, respectively, the two last named being also for general cargoes of merchandise. The sailing run is expected to consume thirty days, and the freight will be stored at the company's storehouses at St. Michaels, to be sent up the river the first trip after the opening of navigation. There are now on the way to Seattle thirty cars of this miscellaneous freight for shipment in the various vessels of the line.

Mr. Hamilton says that the company next year will have capacity for handling 25,000 tons, and that this year before the river is closed there will be, in the warehouses at Dawson City, 5,000 tons of supplies. The transactions of the company at its stores are on a strictly cash basis, and Mr. Hamilton says that while there will be plenty of supplies, no credit will be given in any case. People who wish to purchase must have money or dust.

The increase of the business of the N. A. T. and T. Co. means much to Seattle. The building of the company's steamers by a local firm is no inconsiderable item. Mr. Hamilton pays Moran Bros. a high compliment for efficiency and the promptness with which their contracts are carried out.

ON TO STEWART RIVER.

W. L. Shank Sends Back a Newsy and Gossipy Letter About People at Dyea.

A particularly interesting letter concerning the affairs of the colony at Dyea and Skaguay bay was brought down on the steamer Al-Ki, which arrived in port early yesterday morning. It was written by W. L. Shank to his father, and is replete with the personal experiences of the writer on the trip up and with newsy notes concerning the outlook for getting through. The three men who make up the party with which Mr. Shank is connected includes, besides himself, Lester Monnett, who for a long time was warehouseman for the Pacific Coast Steamship Company, and Albert E. Lambell, who was well known as "Chappy" among his friends in this city and who is referred to in Mr. Shank's letter by his cockney sobriquet.

The party left with a fine equipment, prepared to remain a year and a half without any denial to their needs and with every prospect of returning well rewarded to Seattle at the end of their self-imposed absence. Mr. Shank himself is a miner of considerable experience and a capable chemist. He is a graduate of the school of mines at Denver, and he takes with him into the new gold fields a fund of information that will be of great value to him and his associates. Mr. Shank carried along with him enough of a chemical and testing outfit to be used to advantage in determining values of ores and minerals, which, coupled with his knowledge of geology and mineral conditions, should benefit him greatly. Monnett, who is with him, is a practical boat builder, and all have mechanical experience. The last line in Mr. Shank's letter states that there is a likelihood that the party he is at the head of will strike for Stewart river. The latest reports from the north seem to mark that district as one that will surpass the Clondyke. The letter says:

"Near Dyea, Alaska, July 24, 1897.

"We are nearing our starting place at last, after a rather tedious voyage. Cattle, hogs and sheep mixed up on deck, leaving no room to walk, and a disagreeable smell made the trip other than a nice one. I saw Robinson at Juneau and had a long talk with him about the Clondyke (Klondyke). I had the first news for him of the Portland's arrival and the excitement arising from it.

"I saw Tena's old grocery man, Miller, in Juneau; he is going to the Yukon next week; has been around Juneau ever since he left Seattle last spring.

"You cannot get supplies in Juneau, as has been stated. Bacon is 50 cents per pound and very scarce; all other supplies are running very low.

"The rush from Douglas island and Juneau has cleaned out the place.

"Robinson's men have nearly all left him, headed for the Yukon, and Juneau

is almost deserted. The news, as published in the Seattle papers, has again set them going; will write more when we are landed at Dyea.

"It has been cold and raining ever since we left Wrangel, but today dawned bright and clear, the sun shining and warm.

"This is a Godsend, as you will appreciate the difference between landing in fine weather or in rain, with no shelter for either our goods or ourselves. We caught a small deer on the way up. The captain saw one swimming across the channel and stopped the boat to pick it up. Everybody was on deck cheering the boat's crew or the deer. As the race progressed it was quite exciting.

"Robinson says to tell you that the dangers of the trip are very much exaggerated, and that with reasonable care no trouble will be experienced by our party. He says: 'Good by; go in to win. I wish you every success!'

"He was on the verge of sending for me to take a job at \$125 in the office at Juneau. His man is going to the Yukon. Says he wishes he could induce you to take a position under him, but 'Lord deliver me from Juneau.' Will write more later.

"Pyramid Harbor.

"Unloading cattle and horses. They push the cattle overboard from the deck and let them swim. Have three boats out picking up the strays.

"The horses are lowered in boxes and then towed ashore. This is a fine place, but rather cold. It is the starting place of the Dalton trail. There is a three-masted ship here and a small two-masted schooner, both belonging to a cannery. Neither Lester nor I were sick, but 'Chappy' fed the fish to a queen's taste. Many were sick, but I could not let L. beat me, so we both went up to the fore-castle all through the rough weather and smoked.

"Will write more later.

"We stayed at Pyramid harbor until 7 p. m.; during the day it rained, snowed and was windy alternately, making a disagreeable day.

"Saw Davidson's glacier and seven or eight smaller ones; fine sight. We are now about twelve miles from Dyea with a scow in tow to land freight on, and must leave the boat tonight. The water is rough, the wind blowing, with some rain (not much, but enough to dampen). There are eight or nine porpoises swimming along at the bow of the boat, keeping up with us and having lots of fun; they dive under the ship and come up on the other side; they are within twenty feet of the ship all the time.

"Saw a whale and lots of icebergs. We don't know yet whether to land at Skaguay or Dyea. A Mr. (somebody) has a brother who has a pack train at Skaguay, and he is to see his brother as soon as we land at Skaguay to see if they will contract to land all of our freight at the lake in exchange for our horse. If they will, we may go to Skaguay. Everyone in Juneau gives advice, and no two people advise the same thing.

"There are two opposition companies—one at Dyea and one at Skaguay—both having about an equal division of representatives in Juneau, who lie, and swear to the lie, to get a person to go to their respective places.

"They are trying to build a town at Skaguay, and have a wharf to land at, so one can't tell what to do.

"We gave them a great talk about our being sort of an advance party for a big

body of men who were coming out in the spring, so they have been after us hot and heavy to go first one way and then the other, in the hope of securing the men who are coming.

"Transporting costs 15 cents at Skaguay and 17 cents at Dyea per pound. Dyea has a samill at the lakes, and Skaguay has one at the wharf. Lumber costs \$150 per 1,000 for transporting to the lakes. It is a hard proposition either way. Mr. Raymond, of the Raymond Shoe Company, Seattle, wants to join our party; seems a nice man, and we may take him in. Lots of fellows are sorry they ever started. One man wants to sell out and go back. Guess he'd better do so, if he is ready to quit now, before we have had any bad luck. Our pony was sick, but is all right again. Will say good-bye again until later.

"Dyea, July 25, 1897.
"Got to Dyea at 5 a. m.; raining and cold; dismal and damp. Had a great deal of trouble with the scow. On leaving Chil-koot mission the scow overturned, breaking the stanchions and springing a few leaks. We stopped and took it in tow again to a harbor where lots of time was spent trying to turn it over again. I went to bed before they had finished, and this morning the scow was gone. We are about a half or three-quarters of a mile from shore, and cannot get nearer on account of shallow water. The small boats land about thirty feet from shore, which stretches across the inlet and runs back four or five miles into a sort of canyon. The tide covers an area of a mile or more as it rises and falls, so we must be quick to get our goods away as fast as landed. We can see

a camp about three miles up the canyon; looks like fifteen or twenty tents, all new. If we don't get a 'hurry up' on us the Queen's party will catch us. I am feeling fine and have an enormous appetite; can't eat enough to last till next meal; eat every time I see anything loose. Chappy has rheumatism in his knee, but L. and I are in fine shape.

"Tell our friends who are coming to keep their high rubber boots where they can get them before they leave the ship, as they must wade thirty to fifty feet before getting ashore. They are taking sheep ashore in small boats, ten in a boat, with legs tied. There is a scow ashore which they are trying to float, but they won't be able to get it till higher water.

"LATER.—9:30 a. m.—Half the sheep are ashore, and we are beginning to look to our freight. The rain has almost stopped. It promises to be a nice day, after all. Everybody feeling fine, after having eaten a hearty breakfast.

"Will inclose a rough sketch which you may be able to decipher. Wishing you all every possible comfort and good health, will close. We are not yet decided between Clondyke and Stewart river; latter place, I think."

NEBRASKA HAS THE FEVER.

Bankers Make Up a Pool to Send an Expert to the Yukon—Prominent Men Coming Also.

SIoux CITY, Ia., Aug. 1.—Nebraska banks propose to have a finger in the Alaskan gold discoveries. The Dixon bank, of Dixon; the Laurel State bank, of Laurel; the Security and Halstead banks, of Ponca, and the Coleridge State bank, of Coleridge, have pooled interests and engaged J. C. Ecker and E. W. Closson, of Dixon, to visit the Clondyke, investigate the truth of rumors from there and, if they deem advisable, locate claims for their employers. The agents will leave at once in order to reach their destination before cold weather. During the winter they will talk with miners, size up the situation generally and be ready to file claims in the spring, or return with the recommendation that no investment be made. Mr. Ecker is a practical miner and prospector. His companion goes as business adviser for the syndicate.

All sorts and conditions of men are planning to take their departure from here for the new Eldorado at the earliest possible moment. A few women even will accompany them. Among these Amazons is Miss Gertie Price, an 18-year-old girl, who recently made a rich strike in the Black Hills. She was a daughter of an itinerant tinker, who stranded at Deadwood and died of pneumonia last winter. Finding herself penniless in the spring she resolved to try prospecting on her own account and stumbled on a pocket, from which she took between \$5,000 and \$6,000 in a few days. The placer was soon exhausted, and the girl was unable to find another. Her success gave her a relish for such adventure, and she says she is determined to see what she can do in Alaska.

Among the men who will go from Sioux City the best known are as follows: C. S. Argo, one of the leading criminal lawyers of the state; Wilbur Owen, a prominent local attorney; J. D. Booge, a wealthy packer and one of the argonauts who visited California in '49; Frank Hollingsworth, Ben J. Bridgman and H. L. Woolery, leading merchants; Ira Van Camp, a bank teller; Rev. R. A. Small, a Baptist clergyman. The rank and file will bring the number up to 100 or 150. Many more expect to go next spring.

In a private letter to a friend in this city Charles Alexander, formerly of St. Joe, Mo., handles the North American Transportation and Trading Company without gloves. Under date of June 13, at Dawson, Upper Yukon river, N. W. T., he says:

"There is one thing against this country. A man can't send any money home. I won't cough up everything I have to a trading company. They will give only \$16 an ounce for gold. They charge 5 per cent. to insure it being sent safely to the United States, which amounts to a loss of \$11 on the \$100. The loss on \$1,000 would pay my fare home. Before I give up that per cent. on what I have now I will walk out and carry it with me."

OFF FOR THE CLONDYKE.

The First Steamer From Portland to Dyea Finally Gets Away.

ASTORIA, Aug. 1.—At 4:15 o'clock this morning the steamer Elder

sengers from Portland and twenty-five from Astoria, bound for Clondyke, slowly left her deck and in the dim light of the early day set her nose towards the far north, the land of promise to the gold hunters. Hundreds were on the dock, even at that hour, and every passenger was on deck to bid a last farewell to friends and civilization. Several joined the ship here at the last moment. One man traded a diamond and a \$500 gold watch for another's outfit; one bought a half interest in another's outfit, whose partner left him, and a man from Portland, who jumped the steamer at the last moment, found an outfit here all packed, which the one who ordered it failed to call for. Without question he paid the invoice price and had it loaded on the steamer.

TO LIGHT DAWSON CITY.

Mayor Wood's Scheme for Chasing Away Arctic Darkness by Means of Electricity.

Mayor Wood will return to Seattle next week, and will then formally tender his resignation as mayor. Meanwhile it develops that the company of which he is to be the head has formed the novel scheme of lighting Dawson City from an electric plant, which is to be moored on a barge in the river and frozen up. A dispatch from San Francisco last night says:

Mayor William D. Wood has almost completed his arrangements for the Seattle company's venture to the north. He has chartered the steamer Humboldt from the Humboldt Steamship Company and will leave here August 9 for Seattle.

It is the new company's intention to take material for a number of barges, one of which will be supplied with steam power, and to form a regular transportation company between St. Michaels and Dawson City.

In addition to the barges they will take up an electric light plant. It is their intention to anchor the steam barge immediately opposite Dawson and allow it to freeze up for the winter. With the electric light plant on board Mr. Wood hopes to make a profitable business of supplying the new city with light during the dark winter months. The electric outfit weighs just six tons, and Mr. Wood says that he has been assured by experts that his scheme is perfectly feasible.

The articles of incorporation are now on their way to Seattle, and will be filed this week. Until this is done, Mr. Wood declines to make public the names of his associates. He will tender his resignation to the city when he arrives there on August 13.

Rapid Transit Sails Today.

The steamer Rapid Transit will get away for Dyea and Skaguay bay as soon as possible this morning after the custom house business has been completed. All day yesterday the improvements were being carried on under the direction of Capt. E. E. Caine. A substantial house has been built on the forward deck, and the two lower decks have been fitted for the carrying of the 110 horses that will make up the cargo. No better provision could be made for the animals than those that are in the Rapid Transit. The compartments for the horses are of liberal size, and the walls and sides of the stalls have been padded and covered with burlaps. Two large steel tanks will contain an abundance of fresh water for the horses, and every equine comfort has been included in the plans for conveying the pack animals to their destinations. Several men will work their passage up and leave the ship when the stock has been discharged. Capt. Caine is to be congratulated on the humane way in which his agreement to deliver the horses is being carried out. He charges \$30 each, and requires the owners to furnish feed, but believes that their delivery in first-class condition is worth more than the difference between his price and others', where less care is taken. Tomorrow night the steamer George E. Starr will also go North with all of her accommodations taken, and an additional eighty head of horses.

The Al-Ki's Return.

The steamship Al-Ki returned to Seattle from her last trip north at 3 o'clock yesterday morning, bringing with her forty-five passengers from Juneau, Sitka and Fort Wrangel. There were no passengers

from the interior, but the steamer brought down mail from both Dyea and Skaguay bay. The Al-Ki's officers reported that they left the colonies in a very happy frame of mind all around. The tents were set up, and it was more like picnic parties or jolly crowds of summer campers than anything else.

The cabin and steerage passengers who went North on the Al-Ki on her last trip to Dyea and Skaguay bay united in signing a vote of thanks addressed to the captain and officers of the ship for the courtesies and kindnesses shown during the voyage. The paper says that, considering the crowded condition of the steamer and the limited space, men could not have been done. "There was not a grumble, fore or aft."

Buying Cayuses for Clondyke.

Special Dispatch to the Post-Intelligencer. CHENEE, Aug. 1.—Senator J. W. Range and son, Joseph, of Seattle, have been here for a week or more making arrangements to go to the Clondyke mining country. They expect to take a number of cayuses, and will leave Seattle about August 15.

ON THE TRAIL OVER DREAD CHILCOOT.

Gold Seekers Making
Poor Headway Toward
the Summit.

Seventeen Cents a Pound
Is Charged for Carrying
Freight.

A Blockade at the Barrier in
the Path of Fortune
Hunters.

Many Will Be Unable to Cross the
Divide Before the Yukon
Freezes.

THE ROUTE THROUGH WHITE PASS

Pack Horses Are Overworked and in an
Almost Starving Condition and but Little
Feed Is Obtainable.

By T. W. Todd.

SEATTLE (Wash.), August 1.—The steamship Al Ki that carried the advance guard of the thousands of eager fortune hunters whose faces are turned towards Klondyke docked here at about 3 o'clock this morning. Her passengers number thirty-nine cabin and ten steerage. A dozen or more of those returning are the wives of men now making their way to the new diggings.

Anything but a satisfactory state of affairs, according to Al Ki advices, exists at Dyea. There are now, or at least were last Monday morning when the vessel sailed, between 1,400 and 1,500 people scattered along the trail from Dyea to the summit of Chilcoot Pass.

This statement is made upon the authority of Captain J. B. Patterson of the Al Ki. Very few, it appears, had succeeded in cross-

ing the mountain range thrown up by nature as a barrier in the pathway of the gold hunters. They were making poor headway and meeting with many discouragements.

In the first place, 16 and 17 cents per pound is charged for carrying freight over the pass.

Again, the horses used are almost ready to drop dead in their tracks, so hard have they been worked, and Captain Patterson says they are suffering from want of food, almost starved, in fact. There has been so much rain that the grass has reached a condition where it possesses but little nourishment and prepared feed is scarce at any price.

At the rate people are going, Captain Patterson thinks that within another fortnight there will, in all probability, be 3,000 on the Chilcoot and White passes, in which event he believes it doubtful if all can get across the divide before the Yukon and the lakes freeze up. Those who are caught on this side cannot, the Captain asserts, winter at Dyea or Skaguay in tents. They will not be able to withstand the severity of the weather, a condition that must necessarily enforce the abandonment of outfits.

"In about two months," said an officer of the Al-Ki, "one will be able to secure outfits for nothing at Sheep Camp. If those people now going in have to pack their outfits over Chilcoot or White Pass, they will never get them over. They have no idea of the hardships, and besides there is a portion of the Chilcoot Pass where pack horses cannot be used."

Accurate or authentic information as to the condition of either pass is about as difficult to obtain as the truth concerning the richness of the famous diggings to which all are rushing. The seemingly best informed men appear to think one route about as good or rather bad as the other. Captain Patterson, while making the statement that nine-tenths of those en route were heading for Dyea seemed to think there was little choice.

"If you were going in which pass would you take?" was asked.

"I would want to go over each pass and find out," the Al-Ki's master answered.

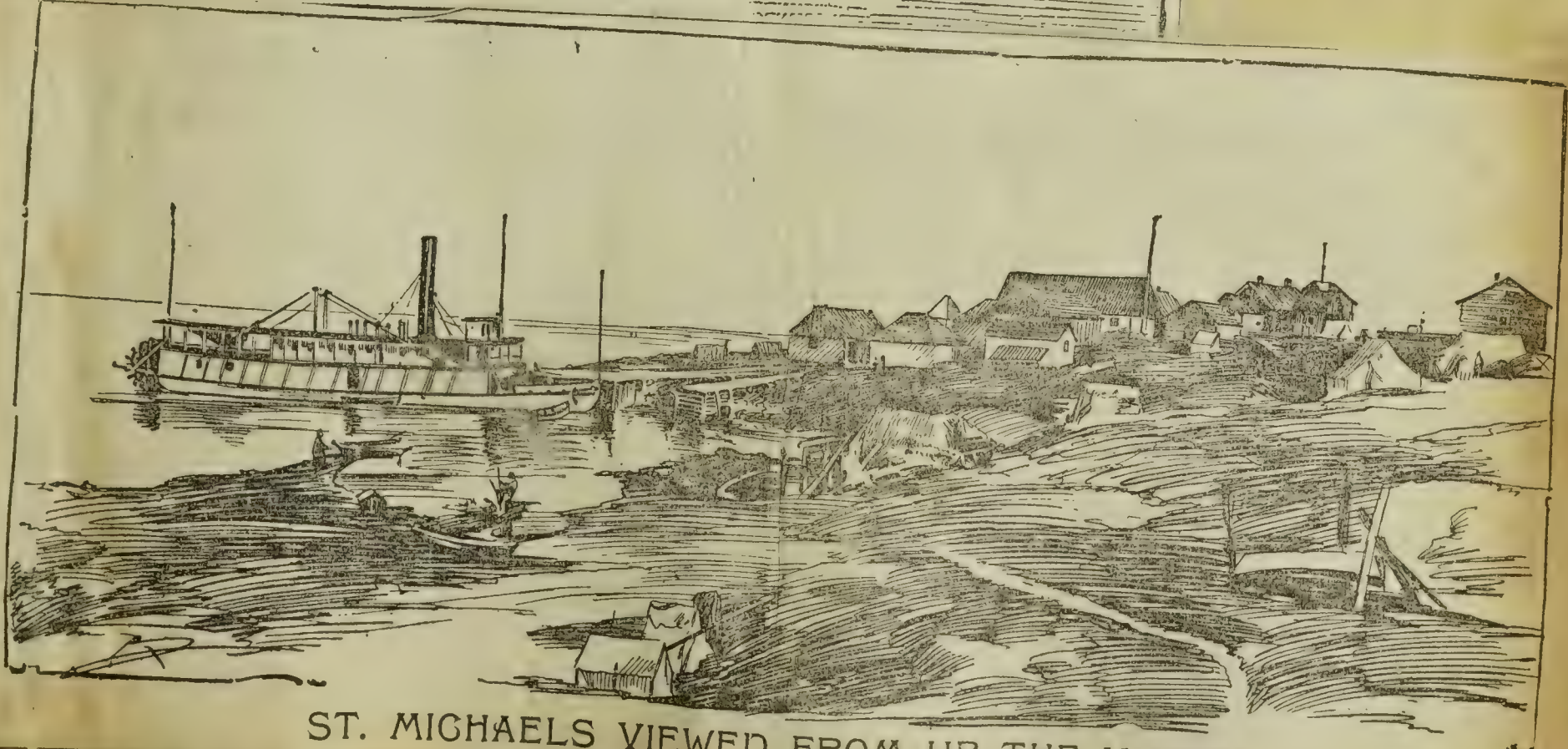
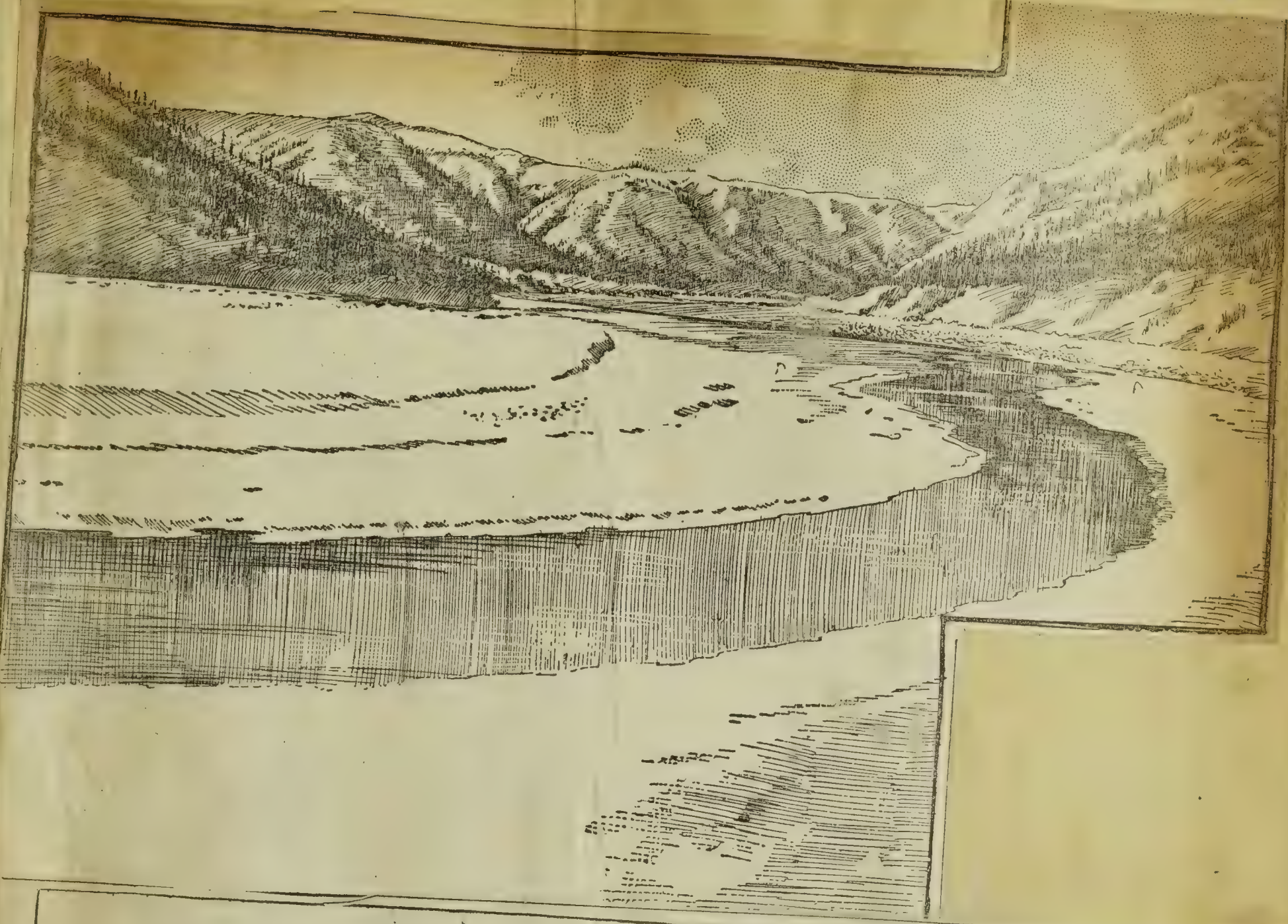
But there was one passenger on the Al-Ki, a Mr. Bellamy, who never tired of singing the praises of White Pass. But he is one of the financial promoters of the new route. Mr. Bellamy strongly advised the fortune-seekers on the Mexico to go by way of White Pass, but those of his companions who expressed an opinion, and there were twelve or fifteen, urged them to take the Dyea trail.

Notwithstanding the repeated announcements from Victoria and other British Columbia towns that the White Pass was ready for travel, the trail, Captain Patterson stated, is completed only to the summit. The promoters have had much trouble in securing men to do the work. Men making their way to the mines, and who could not carry their outfits over the mountains have been offering the laborers working on the trail one and two months' provisions for carrying outfits across the Dyea Pass, and this has resulted in a suspension of the work.

Discussing the general condition of affairs at Dyea, Captain Patterson said: "Between Dyea and the summit there are from 1,400 to 1,500 people and in a very short time I look to see the number increased to 3,000. I suppose those there average 600 pounds of freight to the man."

"Will so many be able to get across?"

"The prospects are not good. Those who have stock will, but I very much fear some will not make it. The pack horses now on the trail are almost dead from work and starvation. There is no feed to speak of and the grass has been rendered unfit for use by reason of the rains. Of course, if more horses are taken in and used for packing the better it will be. There are not a great many Indians engaged in the pack work."



ST. MICHAELS VIEWED FROM UP THE YUKON.

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Before this special can reach the coast the story of this El Dorado will be common property, for some of the miners who have "struck it rich" are on the way to the south, bearing the gold dust that will convince the skeptical.

Many who are left behind are as well to do as the men who have gone home. I venture to estimate the season's output of gold from placers in the immediate neighborhood of Dawson at five million dollars. Some here say ten million dollars would be a closer estimate, but I think there is a local tendency to brag.

HARD CHARACTERS, BUT GOOD POLICE SERVICE.

Dawson has grown like a mushroom since the news of the richness of the mines has reached the other diggings. Nearly four thousand persons are living here at present, and men are streaming in as rapidly as possible. We have a notion in Dawson that by the close of the autumn there will be ten thousand inhabitants of the town. And such a town! It has most of the qualities of the camps Bret Harte has written into story and a great many qualities that Californian camps never had nor could have. Life is running high, and it is as boisterous here as in Tombstone when Tombstone was young.

At first there were no hard citizens and no dance halls; but all is changed, and there are gamblers by the score and dance halls that never close.

Thus far we have had no men for breakfast, however. There is fair police surveillance, and we have not come to that point where shooting is a popular pastime or even an occasional vent.

How long our camp will be spared the barking of the shooting-iron few venture to say. Certainly there are some rough-looking fellows dropping into town, and a good many seem not a bit too much disposed to work.

PRESTO! A CITY RISES BY MAGIC.

The mining laws are very good, and nothing serious in the matter of disputes over titles is likely to arise. There is a section of the law which prohibits a miner from "taking up" more than one claim in a neighborhood, and this leads to caution in the choosing of claims and to a close-off of schemes for controlling all the land in sight.

I don't mean to indicate that combinations are not made. Some men are worrying of nights trying to devise schemes for getting hold of a number of claims, and miners generally are working in groups, each member of the group having an interest in all the claims worked.

The caution I have alluded to shows itself in the big population of the town. There is no good reason why so many should be here, if we except this provision of law restricting a man to one "location." When a miner has only one "rattle of the box" he takes a good deal of time getting ready to throw. Dawson is used as a base of operations, and the men go out from this center on prospecting trips.

There are no openings for new-comers along any of the creeks known to run over sands of gold. I don't mean that there are no opportunities hereabouts, but that a man has to chance it now by prospecting districts generally known to bear gold, but as to whose richness nothing has been determined.

Parties leave town every day on prospecting trips, and when a find is reported a crowd flocks out in a frenzy.

Provisions are high—flour six dollars a sack, for example—and labor is going down. I have known twenty dollars a day to be paid, but that rate was not given to every one, and it looks as though the crowding in of poor men who must eat and be clothed will prevent the rate of wages from soaring much beyond the cost of subsisting comfortably.

GREAT QUARTZ LEDGES AWAIT DISCOVERY.

The weather is disagreeable to a degree. I have a thermometer beside me, and am sitting in the shade. The mercury has stood at 87 degrees for two hours, and this is morning. Then there are mosquitoes—millions and millions of them.

The winter weather I have not experienced, but I'm told it is cold enough to make a man keep a sharp lookout for his nose and his toes. The temperature gets so low that no thermometer yet brought to town can follow it.

There must be great quartz ledges further up, and men are seeking them. The country is so wild, however, that exploration is dangerous, and not many care to venture more than sixty miles into the unexploited regions.

Gold in one form or another has been found along a belt nearly three miles long. By the close of the season more will be known of the character of this belt, for the prospecting going on is immense, the circumstances and population considered, and some definite information should result. When I can send a trustworthy report for the guidance of persons contemplating a trip to the Yukon next spring I shall hurry it down. Just now not much that is definite can be said to persons not on the ground, because of the absence of available openings for stakes in any district known to be worth working. Those who have claims on the Bonanza, the El Dorado and the Bear seem certain of immense fortunes. I cannot truthfully say more.

OVER SUMMER SEAS TO BLEAK ALASKA.

Following the Fortunes of the Gold Hunters on Board the Mexico.

TYPES OF PEOPLE ONE MEETS ON THE WAY.

The Outfit of a Miner Who Expects to Return Home Laden With a Precious Burden.

By Edward J. Livernash.

Member of "The Examiner" Expedition Bound for Dawson.

ON BOARD THE MEXICO, July 26.—Over the Blue Cascades the sun is peeping on the Gulf of Georgia. The dining saloon is clearing of the passengers who, unable to obtain berths, slept last night on mattresses thrown on the floor. The saloon deck is comparatively deserted, but the steerage has emptied most of its tenants upon the forward deck. They are glad to forsake the cramped bunks and unpleasant air of the steerage for the sunshine, and scores of them are lounging on the piles of lumber and great coils of rope which cumber the ship abaft the deck gates.

The night has somewhat calmed the excited gold-seekers. One hears as many inquiries concerning breakfast as one hears concerning the Klondyke. And the passengers who are voyaging for pleasure and who will return to low latitudes when they shall have seen the glories of the Alaskan glaciers seem more numerous than when the Mexico was ringing with the tumult of the men for the Yukon. It is because they can be heard. Most of them are women, and few have metres on the tongue. The babble forces attention at this early hour, although not many have come on deck. As a rule it is pleasant to hear, for the tourists are a merry set.

Some there are, however, among the touring women, who have voices that drill ruthlessly into the marrow of hearing. Four voices in limp skirts have drawn their chairs together near the Captain's cabin. It follows that four women are talking at the same time. But out of the hubbub the words of only one lift their heads and shoulders.

"Oh, she's a sweet little thing—a perfect doll, you know—and he seems to think the world and all of her. But she's s-s-o-o behind the times. It's really a pity. She never attends a congress, you never see her at a lecture and she told me to my face she was not in sympathy with advanced ideas. I'm awfully sorry for her."



EDWARD J. LIVERNASH.

One of the passengers on board the steamer Mexico, bound for Dyea, is Edward J. Livernash, who has undertaken the perilous journey to the gold fields of the Yukon

And while the shrill voice cut the air we were skirting shores so beautiful that speech was profanation.

On the forward deck four young men are grouped around an open hamper breakfasting.

"Couldn't stand the steerage cooking," explains the head of the party—Zach Hickman of Seattle. "They gave us plenty, but it is not home cooking, and we can't go it. We went ashore at Port Townsend and laid in enough cooked supplies to keep us till we reach Juneau. One meal there"—and a forefinger pointed down the open hatch—"was enough."

The steerage cooking is at least as good as the second cabin cooking aboard the average steamship. The complaints—for the Hickman party are not the only passengers who have risen in wrath—are interesting, as they indicate the presence in the steerage of the Mexico of men who are wont to live well. There are many in that quarter of the ship who have left pleasant homes and who were gently reared. The first touch of hardship causes some among them to wince. Not all who are there were obliged by want of coin to fail of first cabin passage. The Mexico's first-class tickets were sold before all who were determined to sail on her, comfortably or otherwise, had been supplied.

Young Mr. Hickman is a good example of the middle-class youths who are bound for the Klondyke—and by the way, young men are in the majority heavily. There are few gray beards in our band of pilgrims. Doubtless Joaquin Miller is the oldest man aboard.

Mr. Hickman owns a profitable job printing office in Seattle. He is well built, not thirty years of age, and a manly, resolute fellow.

"I have left my business in charge of a friend," he says, "and am going to seek fortune. Money seems to be the only thing that counts the way the world is built, and I'm bound to get more if pluck and hard licks can knock it out of the Klondyke. I have never been in Alaska, but I have wintered in Ohio, my native State, and I've roamed the Olympic mountains every year since coming West. I think I can stand anything the Yukon district has in stock."

He and his companions are to go to the mines by the White pass route, whose starting point is Skagaway bay, five miles below Dyea. They bought horses and had them on the dock at Seattle, but the capacity of the hold forbade taking them aboard. A wait will be made on the Skagaway until the Willamette brings up the pack animals.

The supplies these young men are carrying to the Yukon are fairly suggestive of the practice prevailing among us of the Mexico. They have about 1,000 pounds of provisions for each man, and calculate to subsist on these supplies for a year. The cost of Mr. Hickman's 1,000 pounds was \$64 60. The bills show the following principal items: Beans, 100 pounds; bacon, 200 pounds; Flour, two barrels; dried prunes, 20 pounds; dried apples, 30 pounds; dried apricots, 20 pounds; salt, 10 pounds; salt pork, 25 pounds; sugar, 25 pounds; coffee, 15 pounds; extract of beef, baking powder and yeast cakes.

Frank Anthony and John Nichols of Seattle are taking in somewhat more than the average diversity of supplies, and as they gave the matter very elaborate attention before placing their orders, it may be of interest to transcribe the bills given by the Seattle merchants with whom they traded. Each of these gentlemen thinks he has enough provisions and clothing aboard the Mexico to last a full year in the Klondyke district. Here are the items and cost:

COST OF AN OUTFIT AT SEATTLE.

75 lbs granulated sugar	\$4.13	1 summer blanket	7.00
1 doz packages beef extract ..	4.75	1 doz pairs socks	5.00
10 lbs evaporated onions ...	5.00	2 pairs mittens	2.00
30 lbs evaporated potatoes... ..	9.50	1 cap	1.00
50 lbs evaporated apples ...	3.25	1 bag	1.00
25 lbs evaporated peaches ..	1.75	2 overshirts	1.00
10 lbs evaporated currants ..	70	1 jumper	50
25 lbs salt	25	1 pair gum boots socks	1.25
25 lbs rolled oats	63		\$56.75
50 lbs corn meal	1.30	2 pairs rubber boots	12.00
200 lbs breakfast bacon	22.00	2 prs leather shoes (chub-nailed)	10.80
50 lbs rice	2.50		\$22.80
1 lb cayenne pepper	35	40 lbs wire nails	2.20
1 lb black pepper	25	5 lbs pitch (for caulking boat)...	25
1 case condensed milk	7.00	1 whtp saw	4.50
10 sacks flour	10.00	1 caulking chisel	65
1 bottle vinegar	50	2 lbs tallow (for caulking boat) ..	27
15 lbs dried beef	2.70	2 wedges	25
1 case baking powder	5.00	1 handsaw	75
1 lb mustard	25	250 feet 3/4-inch manilla rope ..	3.30
1 box candles	1.50	1 compass	50
1 can matches	75	1 knife and sheath	75
20 bars soap	75	1 pack strap	1.50
Sacks	5.60	1 brace	1.00
Castile soap	25	1 shovel	90
1 doz small cheeses	1.00	1 pick and handle	1.50
25 lbs spaghetti	2.75	2 buckets	1.25
15 lbs coffee	3.75	1 coffee pot	35
3 lbs tea	1.20	Hooks and lines	35
100 lbs beans	2.00		
25 lbs pitted plums	1.75		

Total	\$162.85	1 stove	6.00
Freight from Seattle to Dyea 11.75		1 piece sheet iron .....	.85
2 suits underwear	19.50	1 revolver, belt, cartridges. 16.00	
1 undershirt	2.50	1 gold pan	35
1 Yukon blanket	12.50		\$43.47

Besides these supplies each traveler has a case of medicine that cost \$9.50, making a grand total of \$215.57. They are going forward by the way of Chilcoot Pass.

There are several handsome dogs in the steerage and several that are not a bit handsome. All are being taken north for sledge-drawing purposes. Mr. Anthony has the best dog on the ship, "Lil," a splendid two-year-old mastiff in whose veins runs a trace of the bloodhound. Mr. Anthony expects that Lil will haul a tent and some supplies here and there in the Klondyke region, next winter, when prospecting will be the master's business.

It is pleasant to think of last night at Victoria. The Mexico was moored about 9 o'clock and remained at the dock until an hour or more after midnight. In the interval most of us went ashore. Some walked and others rode about the town, an indescribably attractive place in its Sunday-night repose. Whilst I was struggling over broken cable and the details of Yukon mining regulations our poet was inspecting the new Parliament buildings. He says they are imposing.

The lighthouse sent a stream of shimmering gold across the twinkling waters, and the heavens were splendid with a million stars.

"* * * watching, with eternal lids apart,
Like Nature's patient sleepless Eremite,
The moving waters at their priest-like task
Of pure ablution round earth's human shores."

Soft sounds of music floated shipward from some one singing on the shore, and now and then the laughter of returning passengers as they clambered up the gang-plank broke the stillness. On shipboard everything was strangely silent. I found the poet alone on the deck. He was sitting in a lounging chair and watching the firmament.

"Son," said he, "there's nothing in all the universe more beautiful than a star."

"I reckon we're not going to have much hardship after all," he volunteered, when we had sat there in silence for awhile. "I have been buging for rough, perilous experience, and if it's up there," here he swept an arm northward, "I'm bound to have it. But I've been talking with some of these dear people, and I'm beginning to suspect that there's been a heap of lying about the trails to the Klondyke. A miner is a good fellow, a royal good fellow, but he's human you know, and he'd like to keep the best of the diggings for his friends."

One cannot tell where the truth lies. Not until we have made the journey would any of our party care to say much, notwithstanding we are talking almost constantly with men who profess to know a great deal about it. No two stories are alike. Some report the trip to Dawson by way of the Chilcoot or the White to be a close brush with death; others seem to think it about as good as a walk in Golden Gate Park when the band is playing a quickstep.

The run past Desolation sound has been delightful, for the waters have continued smooth and the temperature has remained about 72 degrees since the day was fairly under way. We are entering Seymour Narrows, now, and there are whitecaps from shore to shore and the leaden sea has changed to a black flood. On either shore forests of pine and fir dip into the deep, and snowy peaks lift themselves above wooded ranges.

Evening and song. The cabin is thronged with our brave pilgrims and we are making the ship ring with music. "Auld Lang Syne," "America," "Home, Sweet Home," and all the old favorites that everybody knows and everybody loves are sounding. For the first time since leaving port, I've seen tear-drops glistening.



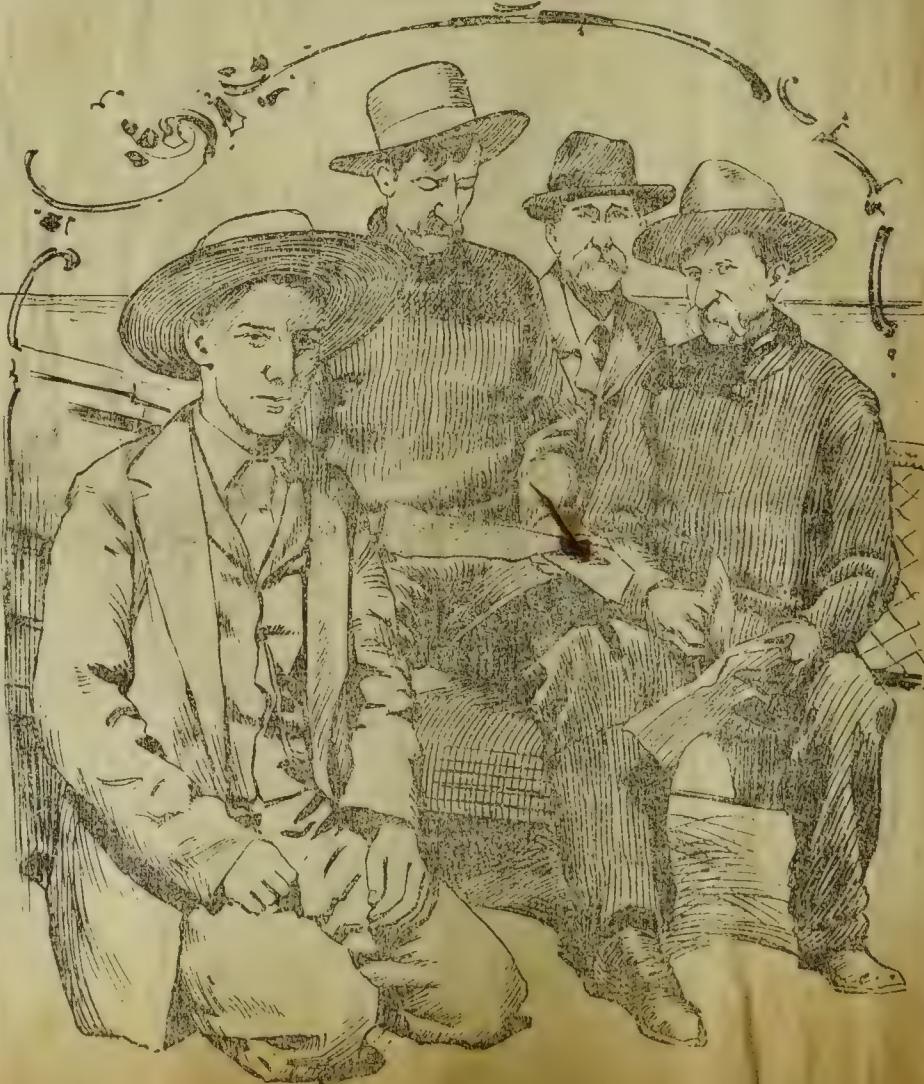
WOMEN WHO ACCOMPANY HUSBANDS TO THE MINES.

Mrs. P. Sutherland and Mrs. G. W. Saiblin, following the example of Mrs. Berry, are on their way to Klondyke with their husbands. The picture is from a photograph taken on board the Mexico by C. T. Krelling, Bushnell's artist accompanying "The Examiner" expedition.



THE "POET OF THE SIERRAS" BOUND FOR THE NORTH.

Joaquin Miller, poet and prospector, as he appeared on the deck of the Mexico just before the steamer sailed for Dyea. From a photograph taken by C. T. Krelling, one of Bushnell's artists accompanying "The Examiner" expedition to the Yukon gold fields.



STUDYING THEIR ROUTES TO FIELDS OF FORTUNE.

A group of gold-seekers on the Mexico looking over the map of the Yukon gold regions. From a photograph taken by C. T. Krelling, Bushnell's staff artist with "The Examiner" expedition.



A CHOICE OF PASSES.

Harry Fitzgerald Recommends the White.

Trail Over Which Horses and Mules Can Pack From Skagway to Linderman.

Harry Fitzgerald, who, with his wife, returned from Juneau by the Walla Walla on Saturday, was kept busy yesterday afternoon relating his experiences in Alaska to his fellow-members of the San Francisco Road Club of wheelmen. One result of his talks will be a reduction in the active membership of the club, for he has started the fever and encouraged it by the statement that he is going back himself in four months, not to take charge of the box-office receipts of the Juneau Opera Company, but to work his claim on the Stuart river. Perhaps the most interesting news he brings is in regard to the two best-known passes—the Chilcoot and the White.

"I went over the White Pass to Lake Linderman on June 17th, just a month before the work on the new trail was completed. I think it is by all odds the best of all the passes over the mountains, and I do not understand why so many go by way of the Chilcoot, particularly at this time of year. On the American side private individuals have built the White Pass trail and the Canadian Government had twenty-five men working for four months on the Dominion side, so that now there is a fine broad trail over which horses and mules can travel easily. The trail starts at Skagway, or Skagway, about three miles from

"UKIAH CAMP" PROSPECTORS OF THE KLONDYKE.

Five men from Mendocino county left this city on the collier Willamette last Saturday, intent upon spending five years in the Yukon gold territory. Only death or riches suddenly acquired will prevent them from carrying out their contract to remain in and about the Yukon for the five years. They have dubbed their outfit "Ukiah Camp," and have taken five tons of baggage and provisions, as well as a dozen mules with which to cross the summit of the Chilcoot. A letter of credit for a large sum will enable them to draw for more supplies, upon the American Trading and Transportation Company. The five men were photographed by Mr. Bushnell, in their furs, on Saturday morning, an hour or so before leaving. All are young, the oldest being thirty-five years of age, and the youngest twenty-three; furthermore, they are all single. The adventurers are J. O. Kelton, ex-druggist of the Mendocino Asylum for the Insane; J. L. Taylor, ex-attendant of the same institution; T. J. Elwell, formerly conductor on the San Francisco and North Pacific Railroad between Cloverdale and Ukiah; E. G. Berggren, a recent employee of Baker & Hamilton in this city; and Daniel Broderick, formerly a druggist in the Grand Hotel Drug Store.

United States Troops for Alaska.

On several accounts it is a matter of regret that the Government has postponed establishing the proposed infantry garrison at Circle, under command of that experienced officer, Capt. P. H. RAY. The possible needs of such a force seem to be increasing rather than diminishing, and the indignation excited by the scheme of Dominion royalties and other exactions in the Klondike region may lead to disorder. With gold on both sides of the 141st meridian, questions of jurisdiction may be raised, and, finally, the Dominion has decided to found

another post at Lake Tagish, and to increase its body of Northwest Mounted Police from 20 to 100 men, while a new post is already under construction at Dawson.

Thus the postponement, probably until next year, of the project to send a garrison to the Upper Yukon, seems to show less enterprise than the Dominion exhibits. It is true that the objections which the President and Cabinet have had under consideration are weighty. The first is the desirability of getting the authority of Congress for establishing the new post; and assuming

that this might be dispensed with legally, as seems probable, a question has been raised as to how the prompt use of the troops in various forms of disturbance could be assured. Before news could get to Washington, it might be too late to employ them to check a disturbance, while even the Governor of the Territory, at Sitka, is far from the Upper Yukon, the difficulty of reaching him with news in winter being especially great.

Again, the troops would arrive rather late in the season, and would have to prepare for their winter quarters. They were to have started from Seattle next Thursday, and Capt. Ray's Arctic experience was relied upon to guard against dangers and discomforts; but though there was doubt whether even this would not be rather late, the project of getting them off then was abandoned. Another steamer starts on Aug. 20, and can be used on any pressing need; but without some new urgency there would by that time be all the more reason for waiting until spring.

The expense is also a serious matter, without a special authorization of Congress, because the general transportation fund would have to be used, and other army movements would be correspondingly cramped. Then the drain of desertion would be enormous, with the high price of labor and the possible fortunes awaiting the miner, and temptations to it would be added under any hardships due to incomplete preparations for the troops. Desertions in California and other mining regions in former years were prodigious. With the Government putting men on the ground free of charge and with pay until they get there, it may be imagined that only great fidelity to duty would keep them with the colors. It has been asserted that of the first detachment of Mounted Police sent to the Yukon not a man re-enlisted, and that a new force had to be sent last spring; but it was at least something that the Canadians waited for their terms to expire.

While not underrating the objections to hurrying off a garrison to Alaska at this time, the result is something of a disappointment. It is mitigated by the facts that we can have a naval guard at Juneau, that the Wheeling will soon be sent to Alaska, this vessel and the Pinta being expected to stay there through the winter, and that possibly a revenue cutter may be kept at Sitka. Still, it must be owned that these resources are not a full substitute for a garrison on the Upper Yukon, and Congress will probably make provision for the latter next winter should the military authorities fail to send troops earlier.

THE JOURNEY TO ALASKA

The Dangers That Beset the Trip Are

Many.

The Expense and Risk of Traversing

Chilkoot Pass — There is Another Way Over the Mountains.

From the London Times.

The discovery in Alaska within the last few months of gold in large quantities has attracted considerable attention, not only throughout the United States, but also in Canada and British Columbia. The auriferous deposits are of extraordinary richness; forty pounds to the pan has been obtained on Bonanza creek, which is equal to the best records of California or Cariboo; and although the output of gold throughout the Yukon district in 1895 amounted to only \$3,000,000, these figures show an increase in 1896 of \$1,670,000, while further important discoveries have been made since

the publication of these statistics. It is possible that the very favorable report of Inspector Constantine may attract capital and labor from this country, but although the inspector very rightly dwells upon the possibilities offered by this new Eldorado, he does not mention the difficulties that at present attend the journey to the gold fields — difficulties which should not be overlooked by intending prospectors. The report concludes, "A route from the south to the headwaters of the Yukon is required," but this scarcely conveys a correct impression of the hardships, and even perils, that at present encompass the voyage into the interior of Alaska from the sea.

There are two ways of entering Alaska — one by sea from San Francisco, Vancouver, Victoria, and other southern ports to St. Michael's, in Bering sea; the other, which I chose, and which is taken by fully 90 per cent of the goldseekers, by crossing the mountains further south and descending a chain of lakes and rapids to the headwaters of the Yukon river. The distance saved by adopting the overland journey is no less than 2,500 miles. The difficulties of this voyage are only realized at Dyea, 100 miles from Juneau, where the land journey begins, and where a bad anchorage frequently compels the traveler to wade knee-deep for a considerable distance before landing. Dyea consists of a rude log store and a movable town of tents occupied by diggers bound for the gold fields. A delay of several days occurs here while Indians are procured to carry tents and baggage to the lakes, twenty-four miles distant, over the Chilkoot pass, nearly 4,000 feet high. Provisions must be brought from Juneau, for there is nothing to be had here, or indeed anywhere this side of Forty Mile City, 600 miles away.

The Chilkoot pass is difficult, even dangerous, to those not possessed of steady nerves. Toward the summit there is a sheer ascent of 1,000 feet, where a slip would certainly be fatal. At this point a dense mist overtook us, but we reached Lake Lindemann — the first of a series of five lakes — in safety, after a fatiguing tramp of fourteen consecutive hours through half-melted snow. Here we had to build our own boat, first felling the timber for the purpose. The journey down the lakes occupied ten days, four of which were passed in camp on Lake Bennett during a violent storm, which raised a heavy sea. The rapids followed. One of these latter, the "Grand Canyon," is a mile long, and dashes through walls of rock from 50 to 100 feet high; six miles below are the "White Horse rapids," a name which many fatal accidents have converted into the "Miner's grave." But snags and rocks are everywhere a fruitful source of danger on this river, and from this rapid downward scarcely a day passed that one did not see some cairn or wooden cross marking the last resting place of some drowned pilgrim to the land of gold.

The above is a brief sketch of the troubles that beset the Alaskan gold prospector — troubles that, although unknown in the eastern states and Canada, have for many years past associated the name of Yukon with an ugly sound in western America.

The journey to the Alaskan gold fields is a hard one for the well-equipped explorer, who travels in light marching order. The gold prospector, on the other hand, must carry a winter's supplies, dearly purchased at Juneau, to be transported at ruinous prices over the Chilkoot pass. He must construct his own boat (often single-handed)

THE POST-INTELLIGENCER.

CITY OFFICIAL PAPER.

SEATTLE, WEDNESDAY, AUGUST 4.

TO DIVIDE ALASKA.

PROJECT FOR THE FORMATION OF A NEW TERRITORY.

Active Work on the Scheme Was Begun Last May — Petitions for the Division Now Circulating Along the Yukon and in the Mining Camps and Should Reach Washington Early in September — The Name Adopted Will Probably Be Lincoln — City of Weare to Be the Capital.

The interest that attaches to matters Alaskan is not confined alone to the gold discoveries of the Northwest Territory and the mining districts of the Yukon, but anything about that wonderful region, even the little touches of politics that it receives, now earn for itself a great deal of attention all over the world. The Chicago Tribune says that the immortalized name of Lincoln may some day be given to a new territory that may eventually become a sovereign state of the Union.

Long before the great gold discoveries in the Clondyke region of the Northwest territory became known a movement was quietly inaugurated to divide the great territory of Alaska. In May active work was begun and the project is now ready for public attention.

Petitions for division are now in circulation in the interior, along the Yukon river and in all mining camps and should reach Washington early in September. The name Lincoln for the new territory met with a quick response on the part of the hardy miners, who are delighted with the prospect of a territorial form of government that will give them direct governmental supervision, land laws and titles and some incentive to good citizenship.

Nearly as large as all of the United States east of the Mississippi river, and twelve times the size of the state of New York, there is not only room, but reason, for the division of Alaska.

In support of the proposition the Tribune furnishes some figures that are interesting, and while some of them are compiled from history familiar to many, they will serve the purposes of the scrap-books on Alaska and its resources.

With an area of 577,390 square miles, Alaska was acquired by treaty with Russia March 30, 1867, the treaty being ratified June 20 of that year, and the transfer completed in October. The exact boundaries of territory were not known at the time, and they are yet in a state of interesting uncertainty, depending largely on the annals of the Russian missionaries and on the scant records handed down by the Hudson Bay Company.

When the purchase was made it was construed by the administration papers as an act of courteous recognition of Russia's friendship in the civil war, it being remembered that a Russian fleet of three vessels appeared in New York harbor during the excitement over the Trent affair, when it looked as if war with Great Britain was certain to result. It was said at the time — and is still maintained in diplomatic circles — that the Russian admiral had sealed orders which directed him, in case of war between the United States and Great Britain, to announce Russia's alliance with America, and to proceed to capture any British vessel possible. How much the purchase of Alaska served as an expression of our gratitude for Russia's assistance at a critical period no one accurately knows. The "true inwardness" of the transaction was kept under cover for diplomatic reasons, but it pleased Great Britain as much then as the developments of the seal fishing controversy, and the uncertainty of the boundary line, at the present date. In fact, the "national iceberg," as it was termed in 1867, has been from the beginning a torrid source of unpleasantness between the two great nations of the English speaking tongue.

Mineral riches were hinted at by the early explorers. In 1885 the director of the mint credited Alaska with \$300,000 in gold and \$2,000 in silver, the chief contributor being the Alaska mill at Douglas City. In 1896 the gold product reached \$1,948,900, showing a gain over 1895 equal to \$386,100. For 1897 the gold output is placed by good judges at not less than \$10,000,000, which is nearly twice that of Colorado in 1892. Small lots of smelting ore — from which some silver is recovered — are shipped to Tacoma for treatment, but the main producers are the large mills on Douglas Island, equipped with stamps, concentrators and modern appliances for saving gold values.

After division is made there will remain in Alaska all the territory along the Northern Pacific seacoast and the Aleutian islands. This includes all the agricultural lands in Alaska and that part of the territory which enjoys a comparatively mild and equable climate on account of the well-known influences of the Ja-

pan current. The proposed territory of Lincoln will embrace within its boundaries the valleys of the great Yukon river and its tributaries and the coast along Bering sea.

The city of Weare, at the mouth of the Tanana river, 800 miles from the sea, and on the Yukon river, will be named in the act as the seat of government of the new territory. Tributary to the capital on all sides will be the great placer mining gold fields.

The influx of population into these gold fields is so great that the residents of the interior of the present Alaska and all who have investments there are unanimous in their demands for such recognition from the government as will give them protection to life and property. They are ready for the active development of a rich, great country, too long kept closed.

There are mines of gold, copper, coal, iron, silver and lead within the proposed territory of Lincoln, and to these must be added the recently discovered rich oil fields.

Organization will immediately follow the territorial creation, and it is likely "the delegate from Lincoln" will soon be recognized in congress. He will be on an equal footing with delegates from other territories and will have a voice in argument, but no vote on roll call.

"The people at Sitka have little time and less inclination to attend to the affairs of the interior of Alaska," is complaint that is most often heard.

The new division will give to Alaska the coast trade, the great quartz mines of Douglas island, and all the land in the territory at present known to be adaptable to agricultural purposes—in round numbers 80,000 square miles. The territory of Lincoln is to comprise one-half million square miles of the interior, and northern coast country.

It is a reasonable supposition that great deal of wealth will be taken out of these gold fields, and it should not be forgotten that the Canadians and their government are vigorously extending their settlements and their sphere of influence north and west of British Columbia. A subsidy of \$11,000 a mile is about to be given to a railway branching northward from the Canadian Pacific for over 200 miles, which is to be constructed with a view to opening up that portion of British Columbia and drawing to it from the interior of Southeastern Alaska whatever trade may develop in that region. The American government will at least be careful that its political rights and territorial jurisdiction are carefully guarded, in order that the enterprise of its people may have safe opportunity for achievement.

The Times-Herald, in adding its quota to the information on the subject of Alaska, says:

"The principal river in Alaska, the Yukon, up which prospectors have to work their weary way to reach the gold fields, was called by Schwatka the Alaskan Nile. It rises a little more than 200 miles above Sitka, in the southern part of

Alaska, and then strikes northward, following a broad circle to the west before it empties into Bering sea through an extensive delta. Six hundred miles from the coast it is more than a mile wide and the volume of its water is so great as to freshen the water of the ocean ten miles out from land.

"The principal cities of Alaska are Juneau and Sitka. They are both thriving towns, and probably they will thrive from now on for a time at least as they have never thriven before.

"Alaska is ruled by a territorial governor, who just now is J. G. Brady, recently appointed by President McKinley to succeed James A. Sheakley. The governor's residence is in Sitka.

"The citizens up in that frozen country do not vote for president, of course, being under territorial government, but they do send delegates to the national political conventions. The judicial function there is exercised by a district court, established in 1884. The court sits alternately at Sitka and Wrangel."

AN OUTFIT FOR THE CLONDYKE.

Take Nothing From Here but Money
—\$750 the Minimum.

New York Sun.

Since the outbreak of the Clondyke river gold fever the Sun has received many requests for information regarding the manner of getting to the Clondyke, the cost, and the character and extent of the outfit needed.

Persons who contemplate going into the new gold fields from this part of the country need provide themselves with but one thing—money. This will provide all the other things which they need and the supplies can be bought at the places of departure for Alaska. Of tools, the placer miner needs but a pick, a shovel, an ax, and a pan. The kind, quality, and quantity of clothing and food that he will need are well known at Seattle, where he will go to begin the Alaska journey.

The winter temperature in the Yukon valley is often from 50 degrees to 70 degrees below zero. This must be provided against and every man of Alaskan experience is advising each adventurer not to go into the country without taking a full year's supply of provisions.

The present routes to the Clondyke and its neighborhood all begin at Seattle. The fare from New York to Seattle via the Northern Pacific railroad is \$67.75, and the trip lasts four and one-half days. From Seattle there are two general routes to the Clondyke. One is by way of the North American Trading Company's steamers to the mouth of the Yukon at St. Michael's, and thence up the Yukon by river boats to Dawson City. The fare by this route is \$180, and but 150 pounds of baggage are allowed to each passenger. The other routes are by way of Juneau. Fare to Juneau from Seattle is \$17, second-class. From Juneau there are two routes. The better known is by way of Chilkoot pass, and then by a long succession of portages and waterways to the Clondyke. On this route every pound of luggage must be carried through the pass and at the portages, either by the traveler himself or on the backs of Indians or mules. There are but few Indians to be hired and still fewer mules. Another route, called the Dalton trail, passes through the Chilkoot pass and over a prairie route either entirely by land to Fort Selkirk or to where the Pelly river joins the Yukon, and thence by water. This route has forty-two horses on it for baggage, and in the spring it is promised that as many more will be provided as are needed.

The route by way of St. Michael's and the Yukon steamers is about 3,000 miles long, 1,700 miles of this being on the Yukon, and is covered in thirty-five to forty days. Navigation close on the Yukon early in September and does not reopen until June.

The route via Juneau are about 650 miles long and take about twenty-five days to cover.

The smallest sum of money which any man of experience has advised a man to go in with is \$250 in hand after buying supplies and paying all passage money from Seattle. Two hundred and fifty dollars' worth of supplies is the smallest amount that it is safe to start with. One hundred dollars' worth of winter clothing must be added to this.

No person should start from this part of the country for the Clondyke with less than \$750 in hand, and the more a man has the better for him. And no person should start from Seattle after the middle of August.

The Alaska Gold Mines.

Chicago Tribune.

The newly discovered gold fields on the Clondyke are very probably on the English side of the Alaska boundary line. At least the Canadians so claim. Some of the latter, noticing that about all the diggers are Americans, feel aggrieved and are beginning to bluster about the possible adoption by the Dominion government of regulations which will bar out miners from the United States.

Supposing such regulations were to be made. In the first place if such regulations were made and enforced there are more gold mines on the American than on the Dominion side of the boundary line. If Americans are not allowed to dig in the latter, the Canadians will have to keep out of the former.

But how is the Dominion government going to enforce any regulations which the American miners may consider inequitable? By this fall there will be several thousands of them in the Clondyke valley and its vicinity. There will be a handful of Canadian miners and a squad of northwest mounted police. The latter will not be likely to try to drive out any Americans or enforce regulations which may be offensive to them. The Americans are on the ground in the greatest numbers, and will stay there as long as they please.

But the Dominion government is not likely to do anything foolish, for it is not ignorant of the fact that Canadians who want to reach the headwaters of the Yukon can do so only with the greatest difficulty if they stick to their own soil. They will have to go in at the back door, pursuing a perilous route which follows lofty, snowy mountain passes.

If you are you should have the Post-Intelligencer sent to you. It will cost nothing extra. Call at our office and have your address changed.

HOTEL ARRIVALS.

THE NORTHERN.

F. J. Eilet, Bridgeport, Wash.
H. P. Nichols, Snohomish.
R. B. Milroy, North Yakima.
Mrs. R. B. Milroy, North Yakima.
C. F. Jechneck, Sacramento.
Ira Conway, Sacramento.
A. M. Mortimer, San Jose, Cal.
H. Sturdy, San Francisco.
Mr. Sturdy, San Francisco.
H. C. Radford, Nordhoff, Cal.
D. W. Simmons, North Yakima.
C. H. Morgan, Tacoma.
J. E. Brown, Bay City, Mich.
C. A. Emery, Bay City, Mich.
Al Miller, Spokane.
D. H. Gray, San Francisco.
John D. Gray, San Francisco.
S. B. Waite, San Francisco.
J. S. Johnson, San Francisco.
H. W. Clements, San Francisco.
James Dugner, Hare, Wash.
J. Howard Watson, Spokane.
C. W. Thompson, Spokane.
A. B. Hamilton, Chicago.
J. W. Corrigan, Butte.
L. M. Lapointe, Butte.
C. E. Thomson, Duluth.
D. J. Cain, Prairie.
Wm. Knox, Mount Vernon.
Fred J. Black, Mount Vernon.
A. A. Moffat, Tacoma.
L. M. Clarke, Clondyke.
C. M. Carter, Whatcom.
F. L. Potter, Rosedale, Kan.
W. W. Smith, Americus, Ga.
Grant Trulligan, Astoria.
Mr. Pederson, Astoria.
R. A. Lindsay, San Francisco.
Mrs. H. White and son, Port Blakeley.
Miss H. Sweeney, Frida Harbor.
E. Marx, Portland.
J. G. Fritz, Everett.
J. R. Austin, Anaconda.
J. W. Mumaker, Chicago.
Charles A. Phelps, Richardson.
Mark L. Judd, Brooklyn, Ia.
Edward Clancy, Walla Walla.
O. B. Millet, Woolley.
Hugh O'Donnell, Woolley.
John Downs, Wisconsin.
E. Morgan, Spokane.
J. Holmes, St. Paul.
John H. Best, Boston.
W. S. Hurd, Boston.
H. J. Town and wife, Santa Anna, Cal.
H. A. Gillander, Boston.
J. A. Hirlet, Boston.
C. A. Fisher, Boston.
T. Dunkin, Leavenworth.

Sheldon Jackson.

NCER.

TWELVE-PAGE EDITION.

WILL PLOW UP GOLD

Greatest Yukon River Scheme Yet Proposed.

TO USE A BOWERS DREDGER

A Proposition That Is as Stupendous in Its Possibilities as Unique in Its Conception—Seattle Capitalist Organizing a Company to Construct a Machine That Will Bring the Yellow Nuggets and Dust From the Bed Rock Below the River Bed—Nothing Like It in Gold Mining History, and the World Likely to Stand Amazed at the Results—The First Company Ever Organized on Similar Lines—The Dredger to Be a Self-Propelling Machine, Built Here and Shipped to the Yukon in Sections.

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Besides the application of the dredge to the Yukon Mr. Saleno says that if successful it will undoubtedly be put into immediate use on the Fraser, Columbia and Rogue rivers, and, in fact, on any streams that have shown prolific placer mining possibilities.

The launching of the first company to apply the Bowers patents to placer mining, at Seattle, will contribute to the celebrity that the city is attaining in connection with the greatest wealth producing section the world has ever known. It is in line with everything else in connection with it, on the largest possible scale. Mr. Saleno will remain in Seattle until the organization of the company is perfected, when he will return to San Francisco, from which place he expects to return almost immediately to Japan.

OVER WHICH PASS?

An Old Yukoner Says the Chilkoot Is the Better in Every Way.

There is such a wide diversity of opinion as to the merits of the different passes from which prospectors must choose in going to the Clondyke that it has become a hard matter to advise. The Alaska Mining Record of July 28, which has just reached Seattle, says that Lockie McKinnon returned to Juneau last week from the head of Lynn canal, where he had been investigating the merits of White and Chilkoot passes, in anticipation of the arrival of the Al-Kl with a heavy consignment of cattle and sheep, which he and his partner, George Miller, will take to the interior.

He is unqualified in his opinion that the Chilkoot pass is the superior route in every way, and as an old Yukoner of many years' experience in travel through Alaska, his opinion may be taken as expressing the absolute facts.

McKinnon inspected the trail from Skaguay to the lakes, and pronounces that much-talked-of route far inferior for any purpose of travel to the old and long-traveled road via Dyea and the Chilkoot pass.

It may be true, says Mr. McKinnon, that the summit of White's pass is lower than that of Chilkoot, but the difficulties to be surmounted are so much greater and the distance so much farther that all the advantages lie with Chilkoot, and no one with the least knowledge of the two routes will hesitate to take that by Dyea.

McKinnon told the Mining Record that there had been practically no rain at the head of Lynn canal this season, and that the trail was in fine condition, and that packers were never better prepared for transportation of outfits. He said the fixed charge from Dyea to Sheep camp was \$5 a hundred, and from that point to the lakes \$12, making a total charge of \$17 from salt water to boat navigation.

Archie Burns has divided his pack train and is working a section on each side of the summit. On this side Healy & Wilson's pack train can handle easily two tons of freight a day to the summit. McKinnon said the Indians charged \$1 a hundred for transporting freight to the head of canoe navigation, and from thence to the summit \$4.50.

At Sheep camp B. S. Foss conducts a boarding house; meals, 50 cents.

The Morrison-Inslay parties passed over the divide July 17, their packers taking the outfits through from Dyea to the lakes for \$17 a hundred. Not an hour's delay was experienced. This party left its boats at Dyea, as there was plenty of lumber and ready-built boats at the lake, making it cheaper and more expeditious to purchase than to transport across the summit.

W. M. Brook, president and manager of the Ruby Sand Gold Mining Company, at Lituya bay, has written the following letter, dated at Juneau, July 17, to Prof. Bechdolt, of the Washington state university:

"The new trail from Skaguay bay on salt water near Dyea is just about completed, connecting with the lakes on the headwaters of the Yukon. It will take four days to make the round trip over this trail. Huey Day, the mail carrier, who has been in the interior the last eleven years, tells me the Yukon river will be open for navigation as late as October 12 or 15. A boat can be taken down to Clondyke in eight days.

"Advise anyone whom you know that is going into the Yukon that there is sure to be a shortage of provisions in the interior and they must take enough to do them until next July. After their outfit has been purchased they should have not

less than \$200 each and twice that amount would be better. It costs considerable to have the goods packed over the summit to the lakes and a boat cannot be built for less than \$50.

"I had an introduction to Messrs. Escombe and Billingham, the promoters and managers of the new trail and wharf at Skaguay. They tell me that the wharfage charge will be \$2.50 per ton, and that they intend soon to erect a hotel at each end of the trail.

"They can't charge toll for people going over their trail until the government grants them a charter. I wish you would inform any of the members of congress whom you know that the Skaguay trail goes through a narrow pass, and that if a company is granted an exclusive right-of-way it would monopolize the shortest and best cut to the Yukon, so that the miners would be at the mercy of these Englishmen."

Mr. Brook expects to start from Juneau for the Clondyke about the last week in August. He offers to take letters and packages into the Clondyke to any University of Washington boys to the extent of ten pounds. These letters and papers must reach Juneau by August 25, and it is his request that they be packed together and sent to him in one package. Prof. A. F. Bechdolt, 741 Bellevue avenue north, will receive and forward all such matter, within the restrictions indicated, up to August 16.

Another Gold Company.

The Alaska and Northwest Territory Gold Fields Company was incorporated Monday by William Bennison, W. E. Weinheim and C. E. Bronson, with a capital stock of \$2,500,000. The powers of the company include the location, purchase, operation and sale of mines, the operation of steamboat and railroad lines, etc.

Another Cargo of Emigrants.

SAN FRANCISCO, Aug. 3.—The steamer Noyo will sail tomorrow morning with 140 passengers for Dyea, Alaska. Of the passengers already booked ten are women, who will make the journey over the Chilkoot pass to the Clondyke gold fields. Two others are Mayor A. C. Scott, of Springfield, Ill., and his son. Mayor Scott has resigned his office to seek a fortune in the frozen north.

CROSSING THE DIVIDE

A PACK TRAIN STALLED ON THE SKAGUAY TRAIL.

All Kinds of Reports in Circulation as to Facilities and Opportunities for Going Through the Passes—The Route Through White's Pass Not Completed—New Line of Travel Opened Up, Free From Steep Grades—Incidents of the Northward Voyage.

Special Correspondence.

JUNEAU, Alaska, July 30.—All kinds of reports are in circulation regarding the facilities and opportunities for crossing the mountains to the lakes en route to the Yukon mines. The most authentic reports are to the effect that the Skaguay trail, sometimes called the White Pass route, is not finished. George Rice started a pack across the Skaguay trail some few days ago, and it is stalled about ten miles from the lakes. I am told that there are about eight or ten miles at the other end of the trail, which is across swampy lands and must be corduroyed before it can be used for travel.

Caught on the Trail.

The rate over the Dyea route is \$17 a hundred, but it is certain to be advanced to 30 or 40 cents a pound in a week or two, or as soon as the Islander and a few other steamers arrive with a thousand or more prospectors. Old-timers and men of experience aver that it will be impossible to afford carriers for the amount of business now in sight, and that there is a certain possibility that hundreds, if not thousands, of tenderfeet will be caught on the trail, lakes and river when winter's snows begin to fall.

Another serious feature to be considered is that hundreds of men have left for the Clondyke without enough provisions or clothing to last them through the winter. In that event a famine is sure to follow, and great distress will be felt in the northern gold fields before the spring supplies reach the mines.

A Joke on Joaquin Miller.

One of the amusing events of the voyage from the Sound was the purchase of a small skiff at Matlakahla from the Indians by two San Francisco Examiner correspondents, Messrs. Joaquin Miller and Livernash. By conversing with other passengers they had come to realize the great difficulty in getting boats at the lakes. They decided to steal a march on their fellow travelers, and at Metlakahla they wandered off down on the beach where a lot of canoes were lying, and finding a small, light skiff that had been abandoned by the owner, which they thought would be easy to carry across the mountains, they approached an old squaw who was sitting near by and inquired its price. She grined and said:

"Sitkum dollar."

"What does she say, Mr. Miller?" inquired Mr. Livernash, realizing that the poet and old pioneer ought to be well-versed in aboriginal dialect.

"Oh, she says it's \$17," was Mr. Miller's response as an interpreter.

"Well her I'll give her \$10," was the next proposition, and at the same time exhibiting an eagle as a temptation.

Mr. Miller said something or other in jargon and handed her the coin, which she took and hastily shuffled off into her house. Several of the Mexico's passengers who can talk Chinook witnessed the transaction and saw the two newspaper men take their prize aboard the steamer. As the vessel was leaving the wharf they told the joke. When the woman said she wanted "sitkum dollar" she meant 50 cents.

The Grafters.

On the steamer bound to the Clondyke are fully thirty men who have hardly any clothing or provisions necessary to stand the rigors of an Arctic winter. I closely questioned many of them as to what they would do this coming winter for the actual necessities of life. Each one is ready with a precedent which he is following. Most of them have heard of Mitch Tibbets, of Mount Vernon, who came up as a stow-away a year ago and by hard rustling reached the Clondyke. He was "lucky," and it is reported that he made \$30,000 last winter. That is only one instance, and there are a thousand other men ready to follow in hopes of encountering similar fortune. Then again, many men are going to Dyea in hopes of being able to purchase an outfit very cheap from tenderfoot prospectors who become discouraged on the trail and want to return to the Sound. It would not be a libel to say that some of the Seattle boys who are now on the Mexico are getting in about the same state of mind, and yet the hard part of the journey has not yet commenced.

A New Route.

FORT WRANGEL, July 29.—A new route to the gold fields of the Clondyke and Yukon valley has just been opened, and will be in first-class condition for use next season, so I am reliably informed. Passengers will be taken up the Skeena river by steamers to the head of navigation, which is near Telegraph creek, some 175 miles from here. To Teesch lake, a distance of 15 m. e. s., a good trail has been built and a pack train has been established. The trail is through a level country, free from steep grades on mountains. The steamer Alaska is now carrying passengers to Telegraph creek, and many people have taken that route. All of the miners on the upper Skeena have deserted their work in a body and gone in a mad rush to the Clondyke. No one remains on the Skeena, where in the early days there were thousands of people, except a couple of hundred Chinese, who are re-working the old placer diggings.

The steamer Mexico was in port today with 300 prospectors bound for the Clondyke, and the passengers, so the storekeepers told me, purchased more goods, furs, provisions, etc., than they had sold in the last two years.

Five Stowaways.

In taking up the tickets on the steamer yesterday the purser found five stowaways, all in the grand rush for the new Eldorado. No one has a pack or a change of winter clothing. Of course they expect to obtain their outfits by "grafting" from bona fide prospectors. It is noticeable, too, that there are several sneak thieves of the

petty larceny class on board, and the determined Clondyke fellows are quietly discussing the proper remedy to be applied when Dyea is reached. In purchasing goods from stores, many of this class of thieves took advantage of the average simplicity of the country storekeepers and purloined articles of value.

There is a one-legged man on board who is starting for the Clondyke. His pack weighs about 200 pounds, and he seems to be on the ragged edge of adversity. I tried to find out how he expected to reach Dawson City. He said that during his days he had successfully made many much more perilous and hazardous trips, and that he felt confident of getting through in some way or other.

WILLIAM J. JONES.

EDWARD THORP OVERDUE.

A Yukon Cattle Man, Who Was to Come to the Coast by the Overland Route.

Willis Thorp, of 1011 Twenty-second avenue, who took a herd of cattle to Dawson City last spring, is anxiously waiting the return of his son, Edward, from Dawson City. The young man left there, or at least that was his intention, June 23, by the way of the Pelly river and Chilcat pass, and his father expected that he would be in Seattle surely by July 27. When Edward did not come on the City of Topeka his father was not much surprised, but the arrival of the Al-Ki and the Queen without him, or news of him, has made Mr. Thorp a trifle anxious. One of Mr. Thorp's sons, named Juneau Alaska Thorp, was drowned at Eagle harbor two weeks ago.

The elder Thorp has made arrangements to take 100 head of cattle to Dawson City by the way of the Chilcat pass, and he cannot move in his enterprise until his son returns. The young man will return over the same route that the cattle will be driven over, and it is not improbable that he has lost a few days in fixing parts of the trail.

Edward Thorp left Seattle May 14, and his special reason for going to Dawson City was to attend to business affairs. There is reason to believe that he was to bring out a large sum of money. He reached Juneau May 19, and, according to letters, Dawson City June 18. His trip was made by the way of Chilcat pass and down the Pelly river. It is 350 miles from Chilcat to the Pelly river. Mr. Thorp provided a horse and a first-class guide for his son. The guide is an old Indian, who knows every twist and curve of the route and who thinks a great deal of young Thorp. Mr. Thorp instructed the Indian to guide his son to Dawson City and back again to salt water.

The return trip, as near as can be calculated, was commenced June 23. It was necessary to pole up to the point of disembarkment on the Pelly river and then the trail led across the country, finally touching what is called the Daulton trail.

Mr. Thorp figured that his son would reach the Pelly river July 4, and Chilcat, fourteen days later. This programme would have made it practicable to catch the Al-Ki as she left Dyea, July 24. Mr. Thorp had figured in a general way that his son would get back by July 27, and as that time has been extended several days, he naturally is wondering what can have happened.

The delay may be, as previously pointed out, owing to the desire of the young man to put some portions of the trail, where cutting is necessary, into condition for the cattle to pass over. His father told him to watch out for this point, and it may be that he has overlooked the lapse of time. Mr. Thorp has been ready for some time to leave for the north with 100 head of cattle, and unless his son arrives shortly all his plans will be upset.

It will be observed that Mr. Thorp intends to take his cattle in over the Chilcat pass. He thinks it much better than either Dyea or White's, and predicts that the travel will eventually go that way. When asked if he thought there would be a blockage of freight and prospectors at White's pass, which leads from Skaguay, he said that he believed such a thing was inevitable. He pointed out that the pass was new and that the horses would undoubtedly put it up so that in the marshy places they would sink over their knees. With the rush of men and horses the pass would become impassable owing to mud, and before things could be straightened out the lakes and rivers would freeze up.

"The obstacle to traveling on the ice," said Mr. Thorp, "is that big hillocks of ice are pushed up, making the path rough

and very hard to travel. As a rule, prospectors keep to the ice, because there is no defined trail and they are afraid of losing their way. These people who are rushing toward Dawson City by Dyea and White's pass do not realize what is ahead of them."

FIVE HUNDRED AT DYEA.

Waiting to Go Over the Pass—Indians and Horses Have All They Can Carry.

PORTLAND, Aug. 3.—John U. Smith, of Portland, a United States commissioner for Alaska, writing from Juneau, says:

"There are 500 people now at Dyea waiting to get over the pass, and there are several more steamer loads on the way. The Indian packers and the pack animals at Dyea have all the freight they can carry to the lakes by the time winter sets in, and hundreds of people will be camping at Dyea and on the lakes all winter, eating the provisions they have taken with them. Prices for packing across the pass have risen to 25 and 27 cents per pound, and the packers are independent at that."

NEW ROUTE TO THE CLONDYKE.

Up Copper River and Through Low Pass to the Yukon.

NEW YORK, Aug. 3.—A special to the Herald from Washington says: There is a short and easy route to the rich gold fields of the Clondyke, according to a communication to the interior department from J. M. O. Lewis, a civil engineer of Salem, Or., who says he can open up at a small expense a route from the south of the Copper river, by which the Clondyke may be reached by a journey of not much more than 300 miles from the coast.

The route which he proposes will start inland from the mouth of the Copper river, near the twenty-mile glacier, about twenty-five miles east of the entrance to Prince William sound. He says the Copper river is navigable for small steamers for many miles beyond the mouth of its principal eastern tributary, called on the latest maps the Chillina river, which is itself navigable for a considerable distance.

From the head of navigation on the Chillina Mr. Lewis says, either a highway or a railroad could be constructed without great difficulty or very heavy grades, through what the natives call "Low pass," probably the Scoloi pass. From this pass the road would follow the valley of the White river to the point where it empties into the Yukon on the edge of the Clondyke fields.

Argonauts From Everett.

EVERETT, Aug. 3.—This city is still contributing its quota of gold hunters to the Yukon. The Merchants' dock was crowded by the relatives and friends of those who left on the afternoon Greyhound. They will remain in Seattle until the Willmette sails on Thursday morning. The following is the list of those who have already secured passage, and the number may be increased to twenty before the boat sails: Robert Lee, J. J. Doyle, E. E. Kellogg, P. J. Baldwin, Mr. Body, E. C. Kinney, G. Oleson, Louis Petnaud, Thomas McCaffary, A. H. Griffin, A. B. Palmer, John McCartney, Joseph Irving.

THE ALASKA VESSELS

THE AL-KI AND THE GEORGE E. STARR GET AWAY.

Scenes of Interest and Excitement on Steamer and Dock at the Parting Hour—Decks Crowded With Passengers Who Wave Good-bye and Sing a Farewell Song—Full Cargoes, Including Horses and Cattle—List of Vessels That Are Yet to Sail This Month.

Steamship Al-Ki sailed for Alaska yesterday afternoon at 3 o'clock with a crowd of prospectors waving from her piled up deck. They cheered again and again, receiving answering hurrahs from the throng which witnessed the departure from Ocean dock.

The Al-Ki had almost 200 passengers, all bound for Dyea or Skaguay. So crowded was the deck with cages for live stock, lumber and freight that the human cargo was not very comfortably disposed. There were fifty horses, thirty cattle, twenty-five sheep and some hogs. Pens for the stock had been constructed on the forward and after decks, and the prisoners kept up a noisy demonstration during the excitement of starting.

The Al-Ki had been scheduled to sail at 9 o'clock, but owing to the jam of freight and passengers it was delayed until 3 o'clock in the afternoon. So crowded was the dock with teams, drays and express wagons that people had to thread their way with care and difficulty. The usual crowd of interested or curious persons was on hand to see the Yukoners off, and the usual scenes, pathetic or humorous, were enacted. As the lines were cast off and the steamer swung into the stream, a small party aboard sang a doleful ditty. It seemed like the same musical coterie which forms a portion of every expedition Alaskaward.

The Al-Ki is scheduled to return in time to sail again for Dyea and Skaguay August 17.

The excitement attendant upon the departure of an Alaska boat was transferred

in the evening to Arlington dock, where the steamer George E. Starr lay, with tickets sold for ninety passengers and eighty horses. The Starr sailed early this morning, even the late hour not withholding a number from remaining to wish the passengers "Godspeed."

The horses during the day were tied in a long double row down the center of the warehouse. There were sleek animals and others not so sleek. The lowly mule was there and manifested himself occasionally by waving farewells with his hind legs. There were equine differences without number. When one horse kicked the action was repeated down the line, each animal taking a shy at his neighbor.

Following is a list of the George E. Starr's passengers:

George Reichert, C. C. Dail, D. Dail, T. A. Averitt, George L. Young, George McCutcheon, H. A. Fairchild, J. H. Stenger, D. Van Zandt, L. W. Nestelle, W. K. Merwin, J. Bechtel, J. Norby, R. Kerna-han, H. B. Goldfinch, E. Karthanes, A. Kroeber, — Osmunsen, C. Hansen, George Moore, T. Emmerick, R. Weltz, William Hankey, E. Mallett, W. H. Davison, W. T. Peacock, P. Lermond, L. M. Lewis, L. E. Dewar, F. Pickett, E. B. Coffin, M. B. Swenson, William Greenland, J. W. Garvin, F. E. Knowles, Harry Davis, J. Stalcup, H. E. Gerson, J. Powers, Hiram Miller, W. A. Stone, O. Mitchell, M. Palmtay, George Adams, A. G. Bartlett, J. T. Smith, E. A. Huxford, W. H. Staliker, Ben Hawkins, Joseph David, Paul Pusp, C. C. Rogers, D. L. Smith, — Fancy, Peter Fuhrman, F. J. Barlow, O. R. Charbonneau, James Adams, D. T. Williams, J. S. Cooper, C. Miller, C. A. Jacobs, Charles Williams, A. W. Leavitt, R. Giles, F. Junst, C. W. Bronson, George James, F. James, L. W. Hodgkin and four others.

Tacoma Argonauts on the Al-Ki.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 3.—Steamer Al-Ki was in port for a short time today taking on passengers and supplies for Dyea. A large crowd gathered on the dock to watch the loading and bid farewell to the gold hunters. Miss Moe and W. A. Butterfield took passage for Juneau, and the following, with complete outfits, sailed for Dyea: R. E. McKenzie, G. Swanson, B. C. Smith, O. Crawford, L. McGrath, J. Lawrence, R. Lawrence, F. Morris, L. C. Stein, Ed Funk, H. M. Sanders, W. L. Sampson, H. Romnes, H. Spumey, J. Abramsky, H. Hourcey, A. A. Rankin, I. A. Brown, John

Fradred, M. Watson, H. Leroy, W. H. Sadler, John Sullivan, Fred Carter, P. C. Peterson, John Froling, W. W. Wingard.

THE EXODUS FROM WHATCOM.

Many Prominent Citizens Going and More to Follow—Skaguay Pass.

WHATCOM, Aug. 3.—The Alaska mining excitement still continues here, with little sign of abatement. Almost every steamer that leaves for the north carries well outfitted men from this county. The George E. Starr, sailing from Seattle tomorrow, will carry at least sixteen men from here and quite a number of horses, upon which they intend to pack their supplies over the Skaguay pass.

Among them will be Harry A. Fairchild, one of the most prominent lawyers and politicians of this section of the state, who was one of the delegates to the St. Louis convention which nominated McKinley and Hobart. It is Mr. Fairchild's intention to devote himself to the practice of law. He believes that the Dominion government will very soon establish a court at Dawson City, and he hopes to be able to secure from the minister of justice a permit to practice, having studied law for three years in Ontario, where his father has for many years been prominent in political circles.

Another prominent citizen of this county who leaves today is John Stenger, owner of the Bellingham hotel and opera house and much other valuable property here. Their party also includes Spencer Van Zandt, son of Dr. Van Zandt, of the state board of medical examiners, and George Moore, formerly in the employ of Representative J. L. Likens, and more recently with the Diamond Ice Company. Others who go on the same steamer are: Attorney C. C. Rogers, F. J. Barlow, harness dealer; T. C. and W. C. Austin, who have two brothers there now; Wallace Coleman, A. A. Mitchell, W. A. Stone, D. L. Smith, S. E. Fancy and Chris Hansen.

Duke Prigmore, who was in the Victoria bridge disaster and saved a child from drowning there, goes with four horses to engage in packing over the pass, and K. G. Brand goes for the same purpose, expecting to be absent about a month. George Hohl, one of the members of the Fairhaven school board, and Herbert Shaw, who has for years been in the employ of the Citizens' bank, went Sunday night.

W. H. Bell, of Anacortes, is visiting in the city, went as far as the Linderman this summer, but not reached him there that his wife was and he sold his outfit and returned. He does not believe that the White pass, leading to Skaguay Bay, is passable, notwithstanding the report that it was opened July 11, and says that he is sure that the trail was blazed over the pass and not by Indians, who was at the other end. He says that strong men could not find the Chilkoot pass hard to cross. He saw a piano taken over and women with babies in their arms were crossed when he believed that over 2,000 persons had gone over the summit this season before he left there. It is his intention to return in the spring and go through to Dawson City.

FOR THE CLONDYKE.

List of the Vessels to Go North This Month.

A list of the vessels which will sail for Dyea and Skaguay during this month is, so far as can be gathered, as follows:

August 5, the steam collier Williamette will sail with 300 passengers and 300 horses. This boat was scheduled to sail yesterday, but had not arrived from San Francisco. Off the California coast she was delayed some time for repairs to her machinery.

August 7, the excursion steamer Queen will go north. She can carry between 500 and 600 passengers. On the same date will leave the 600-ton barge Ajax in tow of the tug Tye. She will carry stock and is chartered by E. E. Caine.

August 8, the ship Clondyke, chartered by Tacoma parties, will sail. On the same day the steamer Coquitlam will sail from Vancouver.

August 9, Mexico; August 12, Topeka and Rosalie; August 17, Al-Ki; August 22, Queen; August 23, Mexico; August 27, Topeka. Of these all will go through to Dyea save the Topeka, which will go no further than Juneau unless business justifies.

For Dawson City, via St. Michaels, boats are scheduled as follows:

August 5, steamship Cleveland; August 9, steamer Eliza Anderson; August 13, steamship Humboldt.

The schooners Hueneme, Novelty and Sailor Boy will also sail during the month with freight for the North American Transportation and Trading Company.

Would Not Sail on a Friday.

SAN FRANCISCO, Aug. 3.—The Pitcairn, which will carry a party of gold-hunters to Dyea, will not sail on the 6th as advertised. A number of those who have engaged passage made such a strong protest against departing on Friday that they carried their point, and the Pitcairn

will not cast off her lines until Saturday. Thus far ninety persons have engaged passage, including ten women from Oakland, San Leandro and Lorin. Some of these have husbands at Dawson or out to go there.

The excessive use of stimulants causes the hair to turn gray. Shun the cup, and restore the natural color of the hair with Hall's Hair Renewer.

"Clondyke? Yes.

"Cold up there? 70 below.

"How do you keep warm? Own a sleeping bag made by the Pacific Lounge and Mattress Co., Western avenue, near Spring street. They make canvas bags for provisions and clothing also."

COMING TO SEATTLE.

BIG EASTERN COMPANY MAY PLACE AN ASSAY OFFICE HERE.

Penn Smelting & Refining Co. Sends a Representative to Discover If Possible the Original Ledges From Which the Gold of the Clondyke Has Been Derived—If His Search Is Successful the Company Will Establish a Big Plant There—What the Local Effect Will Be.

Did any one remark that Philadelphia business men are slow?

Perhaps not so slow, yet very conservative and safe in their methods of business and new enterprises. They never go off at half-cock and sit later amid the ashes of disaster.

What will rushing, active, metropolitan New York think when it hears the news?

This is the situation: The wonderful gold discoveries along the tributaries of the Clondyke river have set the rich men back of the Penn Smelting & Refining Works, of Philadelphia, to thinking. Thought brought action, and now these men of riches are sending a representative to the interior of Alaska to carry on a series of investigations and experiments that will be watched by the scientific and business world with intense interest.

Seattle is especially interested in the enterprise, because if the report of the expert is favorable there will be established in this city an assay office.

The man who will represent the Penn Smelting & Refining Company is W. W. Rogers, F. S. Sc., metallurgist and mineralogist, analytical, metallurgical, consulting chemist and assayer.

He has been engaged in this work for twenty years, eleven of which were passed in Swansea, South Wales, the metallurgical capital of the world. There he was superintendent, chief assayer and analytical metallurgist for Messrs. Pacoe, Grenfell & Sons, one of the most noted firms in Europe.

Mr. Rogers goes to the interior of Alaska supplied with all the instruments necessary to carry on an extensive investigation as to the geological history of that country, and to discover, if possible, the original ledges from which the gold that is now the talk of the universe has been derived.

Providing he discovers the gold-bearing quartz, he will continue his investigations to discover how rich it actually is, how much of it there is, and whether it will pay the Penn Smelting & Refining Co. to carry into Alaska the necessary machinery to handle the quartz.

What kind of machinery and the nature of the plant that may be established depends entirely on the richness of the ore, and before the company will take any steps to expend the large sum necessary to establish a plant thousands of miles from its home office, it must be satisfactorily demonstrated that the ore is very rich.

Mr. Rogers is now in Seattle and will sail for Dawson City by the way of St. Michaels on the North American Transportation and Trading Company's steamer Cleveland tomorrow afternoon. He is staying at the Northern hotel.

"Yes," said Mr. Rogers, "I am on my way to the interior of Alaska to study the geological history of that section and discover, if possible, the ledges from which the placer gold was derived. I represent a Philadelphia syndicate, but I cannot give you the names of those who compose it. It is sufficient to know that the enterprise emanates from the Penn Smelting and Refining Company. If I am successful and the richness of the ore will warrant the expense, the Penn Smelting and Refining Company will probably send into Alaska such machinery as is required to handle it. No, sir; I cannot say whether a smelter or stamp mill will be established. It all depends on the nature of the ore.

"I intend to go to the headwaters of the Stewart river, and also other rivers in the region tributary to Dawson City. I shall prosecute my work to an end and return to Seattle next fall. My report will then be submitted.

"If I have the success which I hope I may, it will mean the establishment in Seattle of an assay office. I think you need such an office here badly."

Special arrangements were made with the North American Transportation and Trading Company, by which Mr. Rogers was allowed to take in all the necessary apparatus to carry on his work. He has many instruments that take up considerable room and also many that are delicate and valuable. He will be accompanied by Mr. W. J. Cram, of Philadelphia.

LETTER FROM THE MAYOR.

Further Particulars About the New Steamship and the Company's Business.

A. L. Hawley, of this city, who is associated in several enterprises with Mayor W. D. Wood, and who has been attending to the local business in relation to the steamship Humboldt, has received a letter from San Francisco, under date of July 31, in which the mayor commissions Mr. Hawley to attend to the placing of the ticket and freight work connected with the new steamship line. The letter, which contains some general information on the subject of the steamship's capacity and equipment and the barges for the river service is as follows:

"I have just been wiring you about the establishment of an agency at Seattle for the sale of tickets in the Dawson City expedition, and am sending you printed tickets by tonight's express so as to make them available as soon as possible. I hope by Monday evening to send the agent who may have been selected a package of explanatory circulars, such as we will be using here. If he should be in a hurry he can get one up himself from the terms of the ticket and from the following general data, to-wit:

"The Humboldt has a gross tonnage of over 1,000 tons, length about 225 feet, and draws loaded 16½ feet. She is capable of a fifteen-mile speed, or about an eleven-knot speed for a long ocean run. She is new, and was built for first-class passenger service. Most of the passengers can be assigned to berths in staterooms. The vessel is lighted by electricity and is strictly first-class. Her captain has made seven voyages to St. Michaels and knows the route well. For the trip up the river we are having built a first-class barge about 110 feet long with 26-foot beam, to be equipped with powerful machinery as a sternwheel boat. This barge will tow another barge somewhat smaller, the machinery to be unusually heavy and strong, so that our steam barge shall be a good, strong towboat, capable of towing at least three moderate barges. These barges are being framed here, and the parts, with the machinery, will be taken in the steamer and put together at St. Michaels. In addition to those who will be members of our crew and of the expedition, we will take from here a number of first-class ship carpenters and machinists, who will return from St. Michaels. There is a foreman in one of the shipyards here who has gone to the Yukon before and put boats together for the whaling companies of this character, and who knows just what will be required. This man has been promised us for a foreman. The first ticket issued here was to an experienced physician, who goes to Dawson City. We will not be without medical assistance if it be required. The barges are to be housed over and made comfortable with berths as dining and sleeping rooms. We will take along extra steam pipe, so as to warm the main barge if necessary.

"Please arrange with the ticket brokers to deposit the proceeds of sales daily in the Puget Sound National bank to the credit of the Seattle & Yukon Commercial Company. If you come away, please arrange with some one to go daily and examine the ticket stubs and the passbook and see that this is being done. Do not give the ticket broker more than one book of tickets at a time. I am, of course, very busy, but my arrangements are proceeding in a very satisfactory manner. I anticipate no difficulty in selling all our space. I am expecting to send one 'ad.' to New York, one to Chicago, one to Portland, two to Seattle and a number here. Do not promise to take more than 1,000 pounds of extra weight for any passenger without consulting us by wire here. Where parties desire to render service as members of our crew on the run up the river, let them wire us at their own expense. If any really expert ship carpenters or machinists apply for passage, we would make them a rebate on account of their service

and supervision of other helpers in putting barges and machinery together at the mouth of the river, but in such case they must be first-class mechanics. No reservations to be made for parties not known to be responsible without payment or remittance of money on account. We will start out by reserving one side of the vessel for Seattle sales, and will on Monday wire you a list of berth and stateroom numbers, so that reservations can be definitely made. I am sorry the time does not allow the procuring of machinery and many other things at Seattle. We will take some lumber there, and possibly other things."

Besides the commissioning of a local agent for the line, Judge Wood asks that he secure a river pilot for the Yukon end of the business. Mr. Hawley has placed the agency with R. C. Stevens, at the Great Northern city ticket offices, and yesterday Mr. Stevens announced that business for the San Francisco side of the boat had been turned away, and that but few rooms or berths remained on the side reserved for Seattle. Reservations of space have been contracted for from points as far East as Ohio.

Yesterday Mr. Hawley placed orders with the Fremont Mill Company for 27,000 feet of dressed lumber for barge work. It was only after several attempts to let the work in Seattle that Judge Wood was compelled to place the contracts in San Francisco.

THE BOAT BUILDING INDUSTRY.

Four Hundred Men Now Employed by Moran Bros.

Moran Bros. are employing 200 extra men to work on the three steamers, tug and barges ordered by the Northwestern Transportation and Trading Company. This makes the total number of men employed in the foundry about 400. The extra men have each employment for about a month.

Nowhere can a scene of greater industry be witnessed than at the space in the rear of Moran's foundry, where the frames of the boats are being set up. This work is being done on a level lot of the tide lands, an ideal place for such construction.

The flat-footed skeleton of the steamer John Cudahy is already up and beside it is the steamer T. C. Power, being just started. On the other side is barge No. 4 and the steamer Clondyke, while on the end are the keel blocks for a tug. The steamers are all modeled after the Charles H. Hamilton. They will be shipped from here September 10 on the steamer Portland.

The tug Get There, ordered less than two weeks ago, is now almost completed. It is 50 feet long by 14 feet beam, with a powerful twin-screw engine. Robert Moran certainly made the name of the Get There good in the speed of its construction.

Notwithstanding this unforeseen press of work the building of the government torpedo boat Rowan is going steadily ahead though its progress was interrupted for a time by the number of men who quit work to go to the Clondyke.

BIG PRICE FOR THE SEATTLE.

Reported Lease for Alaska Trade—Trying to Check the Fever.

Special Dispatch to the Post-Intelligencer. TACOMA, Aug. 3.—A well authenticated rumor reached the Post-Intelligencer correspondent tonight to the effect that the Northern Pacific Railway Company had

leased the steamer City of Seattle for the snug sum of \$33,000 a year, which is considered a good figure by the officials of the road, especially as \$125,000 would have purchased the vessel two months ago. Just which company has leased this fast and commodious craft no one knows, but it is suspected to be either the Alaska Commercial Company, the Yukon Transportation and Trading Company or the Pacific Coast Steamship Company. The repairs that have been going on for the past two weeks are nearing completion, so that the steamer will soon be in readiness to be turned over.

It is also stated on good authority that

notices have been placed about the Northern Pacific roundhouse, stating that men cannot take vacations or lay off on account of sickness unless they are provided with physicians' certificates. This order was issued to check the flow of capable men to the Clondyke. This same trouble is experienced by the stevedores in the city, the cream of their laborers either leaving them for the gold fields or hustling about to secure the wherewithal to make the trip.

TWO FRENCH GENTLEMEN.

Vicomte d'Hauteville and M. de Poliniere Going North.

Two distinguished French gentlemen, Vicomte Henry d'Hauteville and Louis de Poliniere, well known in social and club circles in Paris and the continental capitals, are in this city, victims of the gold fever, and both will take passage on the Cleveland, sailing tomorrow, for St. Michaels. Vicomte d'Hauteville was quietly touring the United States for pleasure and had reached San Francisco when he received a telegram from M. Poliniere, at Chicago, asking him to meet him in Seattle. Upon the arrival of the two gentlemen in this city they discussed the journey to the upper Yukon. M. Poliniere was about to return to France from Chicago when he heard of the riches of the placer diggings in the Northwest Territory. He called upon President P. B. Weare, of the North American Transportation and Trading Company, to whom he was introduced and highly recommended by Charles Henrotin, Belgian consul at Chicago. Mr. Weare furnished M. Poliniere with letters of introduction to Charles H. Hamilton, the secretary and traffic manager of the company in this city, who was instructed to show him every courtesy. The outfits were purchased partly in this city and partly in Chicago, and the remainder will be bought of the North American Transportation and Trading Company at St. Michaels.

M. Poliniere stated last night that should he and his friend, the vicomte, find things in the northern mines as they had been represented, they will interest a large number of wealthy Frenchmen who are now writing letters and sending cablegrams of inquiry, and that some of the flower of old French families will gratify a desire for adventure and take a chance at making independent fortunes in the rivers and creeks of Alaska in the spring.

MONTANA IS ALL WORKED UP.

Beginning of a Stampede—Train Load of Meat for Alaska.

Special Dispatch to the Post-Intelligencer. HELENA, Mont., Aug. 3.—Dr. J. J. Leiser, one of the leading physicians of the city, departed this morning for Seattle, where he will take the first boat for Alaska en route to the gold fields of the Yukon. K. J. Causon, another Helena man, also left today. Several more will leave the latter part of the week. Every scrap of news from Seattle respecting the diggings is read with interest, and it is safe to say that Helena and the whole state were never so worked up since the early days, when stampedes were common in Montana.

A special train of eighteen cars loaded with smoked and canned meats en route from Omaha to Seattle passed through here last night over the Northern Pacific, probably one of the largest meat shipments that ever went over the line. It is said to be destined for Alaska.

AN INSURANCE BOYCOTT.

Life and Accident Companies Will Not Take Risks on Clondykers.

CHICAGO, Aug. 3.—The Chicago agent

of the Travelers' Insurance Company of Hartford, Conn., has received instructions from the home office not to insure persons going to the Clondyke region. It is a risk that the company does not desire to take on account of the extreme extra hazard and because, when deaths take place, the difficulty of obtaining the facts makes the

settlement of claims too difficult to be practicable.

CHICAGO, Aug. 3.—Inquiry develops that many of the life and accident insurance companies have issued positive instructions to their general agents in the United States and Canada against assuming any risk upon the lives of persons contemplating a visit to the Clondyke.

Mr. Harris, the manager of the New York Life Insurance Company, has received no instructions that prohibit him from issuing a permit to policy holders in that company to visit the Clondyke, but he says that he has instructions to accept no applications for either an increase of insurance or new policies.

The companies carrying accident risks are even more particular than many of those assuming life risks. They go on the theory that the trip overland to Alaska is fraught with more dangers to life and limb from accident than from disease.

WHOLE CARGOES FOR ALASKA.

Steamers Loaded With Argonauts Coming From San Francisco.

SAN FRANCISCO, Aug. 3.—Two steamers will leave tomorrow for Dyea via Puget sound. The vessels are the Noyo and the Walla Walla. Among the Noyo's passengers will be a dozen women, who will accompany their husbands on the trip to the mines. The steamer Humboldt will carry about 150 people north. The Caspar expedition leaves tomorrow for Dyea and the North Fork clears for St. Michaels on August 14. On August 7 the Farallon sails for Dyea.

GOLD IN EASTERN SIBERIA.

Many Discoveries Made, and Russian Expeditions Are Prospecting.

LONDON, Aug. 3.—The Daily Chronicle says that a Russian expedition has discovered twelve auriferous regions lying along the banks of the rivers Artich, Lautara and Nemoda, and in other regions in the vicinity of the sea of Okats, in Eastern Siberia.

An expedition is now examining the west shore of the peninsula of Kamschatka, and the government is about to send a second expedition to obtain further information as to the gold-bearing regions in this part of the Russian empire, which promises, when opened, to be a second California.

Hurrying Mail to the Yukon.

WASHINGTON, Aug. 3.—The postmaster general has authorized the Alaska Commercial Company, of San Francisco, to carry the mail one trip without compensation from San Francisco to Ounalaska and St. Michaels, where a new postoffice has been established, and such other points as they may reach upon the Yukon river, leaving San Francisco about July 31 or August 2. The mails will be in charge of a sworn carrier.

SAN FRANCISCO, Aug. 3.—The postoffice department has ordered all mail matter at Seattle awaiting transmission to the Yukon mining regions to be sent by the steamer Cleveland, which leaves that port Aug. 5, instead of waiting for the regular mail steamer Portland, which is scheduled to leave August 10. This is done for fear the winter may set in early, the river become ice-bound and the mail fail to get to its destination this season. There are thousands of letters awaiting transmission to Dawson City.

"THE WONDERFUL KLONDYKE."

Letter From a Pioneer Christian Endeavorer to His Parents at Fruitvale.



"We have reached the wonderful Klondyke, and it's really all and more than the reports have been, for every day it shows up better. A man found a nugget that weighed ten pounds, and you see what that means at \$7 an ounce.

"There are several men here that did not have enough money last fall to buy provisions for the winter, that are worth more than half a million now. Wages are \$15 per day in the mines and \$10 in the city.

"The day I wrote to you last (May 17), I had the luck to shoot a caribou, or wild reindeer, that weighed about 400 pounds. We were floating down the river about 3 p. m. (light all night), and I saw him on the river bank. We let the boat float within about 150 yards from him, and then I shot, but only one out of four hit him, but that was all that was needed, for it went through his lungs, and as soon as he was hit he made a leap into the river to swim across, I suppose, but he did not swim his own length before keeled over as dead as a door nail. We drifted onto him, put a rope on his neck and floated on down till we found a nice camp where we pulled him out and dressed him. When we reached Klondyke we sold him at 50 cents a pound.

"The reports and prospects get better every day and there are stampedes in all directions nearly every hour.

"We did not reach the Hootalinqua River last winter as we wished to do, but only reached Shallow Lake before the ice broke up. There we found Arthur Clark and Ed Sutherland staying with their provisions. When we reached them we built a boat and three of us were going to take some more provisions to the other boys who had gone on to the Hootalinqua, and if we saw fit to stay and work.

"After we had our boat built we started on our trip (June 6). The first day we had a nice wind and made about eighteen miles in five hours and a half and on our way stopped at a small island and got some sea gull eggs and seven goose eggs, but they did not all prove fresh. The next day being Sunday we laid off. On Monday we started down the river between Shallow Lake and Taku Arm (Tagish Lake).

"The stream was very fast, and the first day we tried to let the boat down with ropes, but nearly got swamped. The next day we got entirely swamped and everything turned over into the river—of course, we were not in the boat—but we were soon in the river and scraping up the flour and, in fact, all that we had with us—about 800 pounds of food. We got our boat out and calked it up again, but we lost a frying-pan, bean pot, one of our 45.75 Winchester rifles and some underwear. The next day we reached a pretty rough-looking place in the river. We took our provisions out of the boat and tried to let the boat down empty, but the water washed it under the cliff and down she went, and the current being so strong it broke our rope and away went the boat.

TO BUY HIS CLAIMS.

Clarence Berry Said to Have Been Offered \$2,000,000.

Negotiations With Eastern Capitalists Now Under Way for Klondyke Property.

Negotiations for the purchase of Clarence Berry's Klondyke claims by capitalists of New York and Europe have been commenced. Although Mr. Berry and the men representing the expectant purchasers prefer to remain silent as to the details, it has been hinted that \$2,000,000 has been offered for the holdings should investigation result satisfactorily.

O. O. Howard of this city is the agent for the men who want to buy the claims. He could not be found yesterday, but Herman Shainwald, who is an intimate friend, stated that Mr. Howard had been asked by some wealthy men in the East to act as their representative, and that he had received \$10,000 for the necessary expenses of his investigation, which will include an expedition to the Klondyke.

Mr. Berry was interviewed at his home in Selma last night, and confirmed the report that negotiations for his mining property were in progress. He was somewhat

chagrined to learn that this knowledge had become public.

"Mr. Howard holds a conditional option on my claims," said Mr. Berry, "but I am sorry this has become known. The successful result of the transaction depends upon the consent of other interested parties, who are now at the mines, and this cannot be obtained for over a month. Should I give the details of the offer I have received it might raise obstructions to the negotiations."

THE SCHWATKA ROUTE.

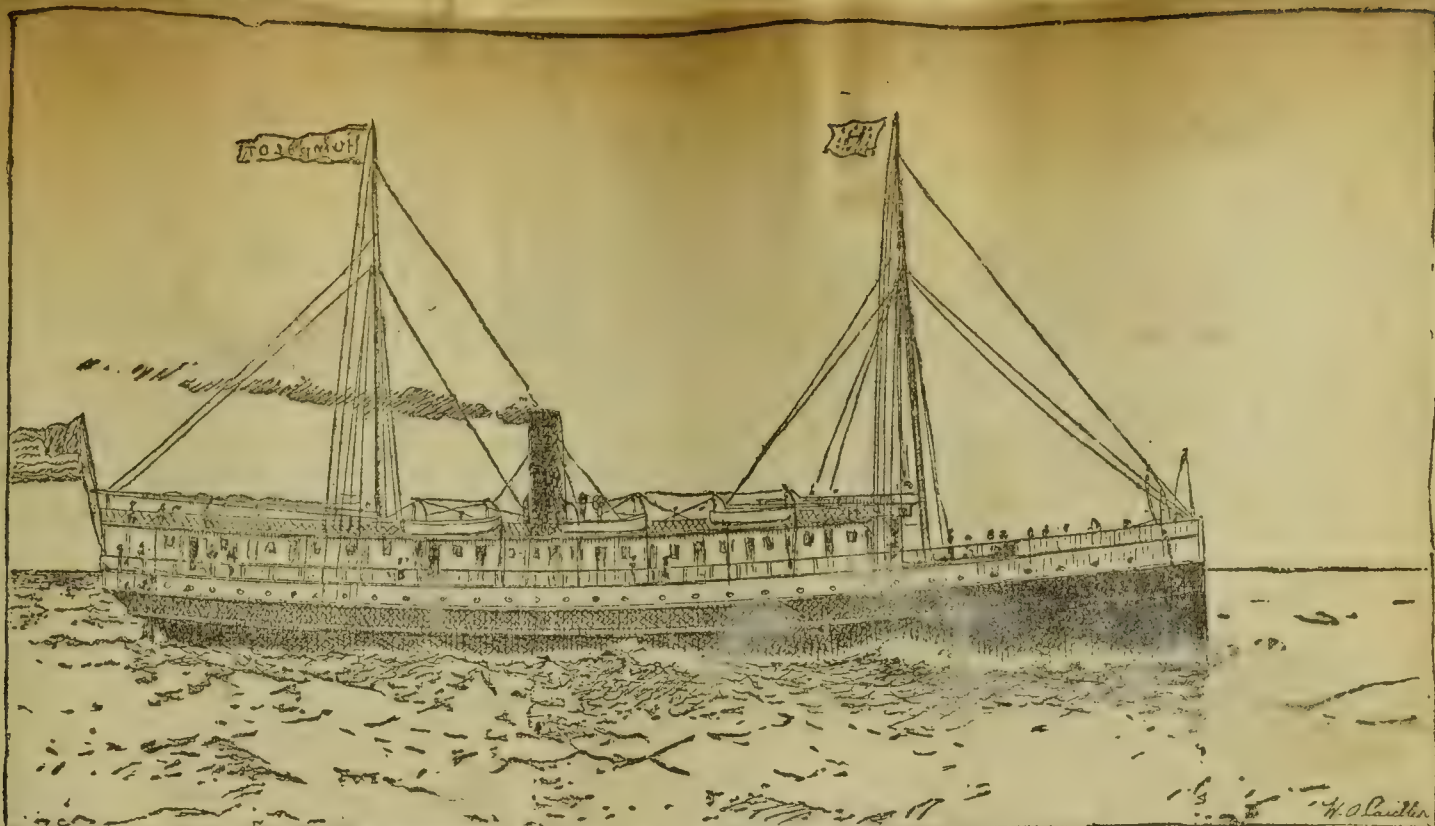
CHICAGO, August 1.—Mrs. Frederick Schwatka, widow of the explorer, who is visiting here, proposes a new route to the Klondyke. It is in the Taku pass and Taku Inlet and river. Lieutenant Schwatka discovered this route. His wife declares that the daring commercial folk had overlooked it.

Mrs. Schwatka may publish soon the result of her husband's exploration of this part of Alaska with those in other parts of the country, where gold has been found or is likely to be found. A large part of the work will be to make known a practically unknown region. According to Mrs. Schwatka, who is familiar with a large part of Alaska, the Taku Pass will prove to be a bonanza to the first trading company that establishes a system of pack trains from the Taku Inlet through it to Juneau, the base of supplies for the mining region.

"Lieutenant Schwatka explored the Taku river and pass several years ago," she said yesterday. "He tried to get the people of Juneau to establish a pack train line through the pass to connect with a steamboat on the inlet. That was before there was much travel to Juneau and the people of the thriving village did not believe it would pay them. Now it certainly would, but I have not seen a word about the pass in any of the newspapers, and there appears to be almost no travel through it.

"In fact, the pass contains an excellent railroad grade, and it would cost a comparatively small sum to build and equip a road through the ninety miles between Juneau and the inlet. The current of the river is strong and there are frequent floods, but a light draft steamer would have no difficulty in ascending it and making connections with the road to Juneau. It would be an easy matter to get supplies from Juneau then. The Canadian Pacific comes so near to that country it seems as if it could profitably build a line through the pass and connect the two branches by steamer."

Mrs. Schwatka says that Alaskan mosquitoes madden the people of that country and have even been known to kill Indians. It becomes so hot in summer along the rivers that even the moose are driven away. It



The New Steamer Humboldt That Has Been Chartered to Make a Special Trip From San Francisco to St. Michaels via Seattle. She Will Be Gone About Four Weeks, and Will Make the Run From the Sound to the Yukon in About Six Days.



Almost Every Available Vessel in Port Has Been Chartered to Carry Men and Merchandise to the Klondyke. The Chetco, National City, Caspar, Sailor Boy and Novelty Are All Getting Ready for the Rush, and Will Get Away About the End of Next Week.

THE DIAMOND HITCH FOR PACK ANIMALS.

Many of the "tenderfoot" prospectors who are going over the passes from Juneau into the Yukon territory may not know what a diamond hitch is, much less how to make it. The diamond hitch is intended to take the place of the ordinary pack saddle, the defects of which are well known to practical muleteers. The worst defect of the pack saddle is its tendency to work forward onto the animal's withers. For miners with a camp outfit and blankets and the rope will offset any need of the pack saddle.

The rules for making the hitch are these: Lay on the burro's back an old half blanket folded so as to cover about two and one-half feet of the back and to hang down half way on each side. This is a sweat cloth only. Now fold all the blankets and bedding to as nearly the same size as possible, and lay them one by one on the sweat cloth. Sling provisions, sacks, etc., in equal quantities across the pack, tying the sacks together with short strings, sling fashion. Put whatever other sack of dunnage there may be on top in the middle. Over all this comes the diamond hitch. If this is carefully put on as regards balancing of weights and made taut it will stick though the burro go over a precipice. Furthermore, the burro will not have a sore back.

Take a thirty-foot picket rope and throw half on each side of the animal over the top of the pack. Let each man make a loop like a stirrup, as shown in the upper figure, by putting his foot in it. The man on one side takes his end of the rope, and pulling it through the loop passes it under the burro's belly and through the loop on the other side made by his companion, both men in the meanwhile holding their loops taut. Then the end of the rope is pulled smartly back again just as the man on the other side takes his foot out of the stirrup. The man on the other side passes his rope end under the burro and through the other stirrup, drawing it smartly back again. Both ropes are now pulled upward, tightly and everything is made taut with a good reef knot on the top of the pack.

CHRISTIAN HERALD

AND SIGNS OF OUR TIMES

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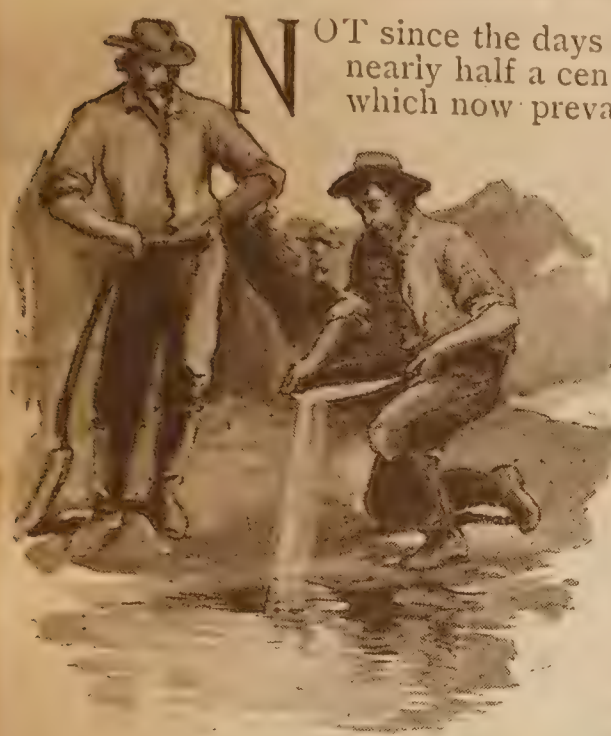
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PRICE FIVE CENTS.

ALASKA'S GOLDEN FIELDS.

Thousands Flocking to the Frozen Eldorado of the Northwest—Untold Wealth in Sight—Perils and Privations to be Endured on the Journey and at the Mines.



NOT since the days of the great gold discoveries in California, now nearly half a century ago, has there been such excitement as that which now prevails in this country and Canada, in consequence of the astonishing developments in the Alaskan gold fields. For many weeks past, the gold fever has been extending throughout Washington, California, and Oregon, and bands of adventurous men have penetrated the little known section of Alaska, near the boundary line, in the search for gold. Up to June last, little was thought of Alaska's mines by the public, although encouraging reports had been received from the gold-seekers from time to time. It was not until July that the news began to come which set the pulses of a nation throbbing with the gold fever and attracted thousands

of fortune-hunters to the new Eldorado. At the present moment, a frenzy seems to have seized a portion of the population, and the ex-

odus from the various States to the gold fields threatens to equal the great rush of 1849. Many of our readers, who have already become acquainted through the daily newspapers, with the stories of the wonderful riches of the Alaskan fields, will be interested in knowing something concerning the region where these remarkable finds have been made. The present centre of excitement, Klondike, is about as far from San Francisco (reckoning by present methods of transportation), as the latter is from New York. It is reached by land from Juneau, the chief port of the Northwest territory, the route leading across plains and rivers, and through two moun-

tain passes, and other tributaries) changes its course to almost due north on reaching a natural gorge in the McMillan mountains, and again to northwest as it approaches the boundary line that marks the division of American and Canadian territory. Near this point are the Klondike mines, where the extraordinary gold finds have been recently made. Across the border, on American soil, is Circle City, where there are also rich diggings, and the gold fields stretch out on both sides of the line over an area as yet undetermined, but which expert miners say will extend hundreds of miles in every direction, with the boundary between Klondike and Circle City as the centre. Prospectors who have been working on the American side assert that the indications point to the presence of gold in as great abundance upon our own territory as on that of Canada, and by following the course of the Yukon as it

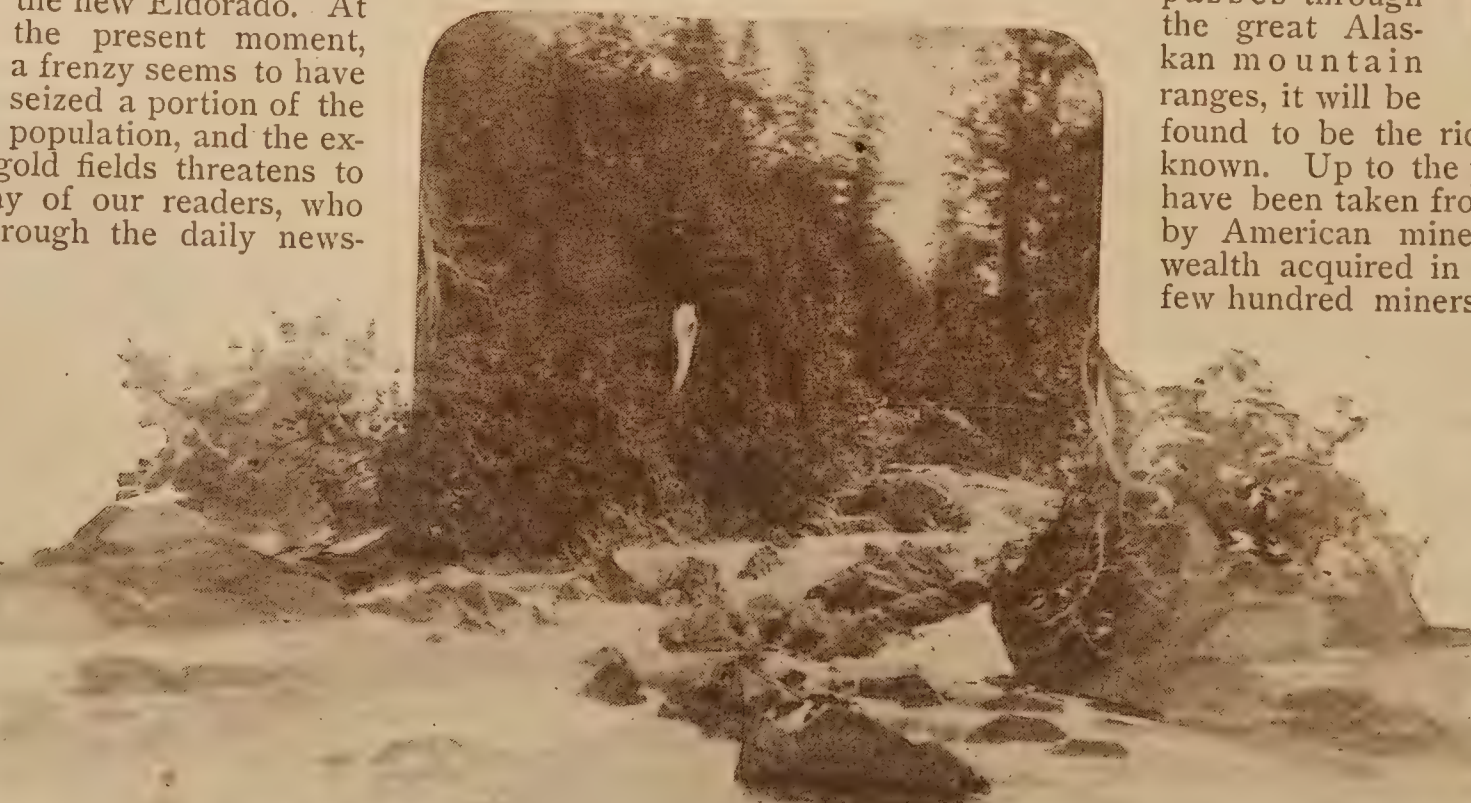
passes through the great Alaskan mountain ranges, it will be

found to be the richest mineral field the world has ever known. Up to the present time, however, the richest finds have been taken from the Canadian fields, and principally by American miners. Some of the stories of sudden wealth acquired in the mines read like romances. Only a few hundred miners in all have returned from the Yukon,

but the fortunes they have brought back in gold dust and nuggets have dazzled the multitude and inflamed the popular imagination. One steamer brought to Seattle \$1,500,000 in Alaskan gold; another is said to have carried between \$2,000,000 and \$3,000,000. Individual miners are reported as returning with fortunes ranging from \$50,000 to \$100,000, and many have smaller amounts down to \$5,000. Hired labor in the gold fields costs \$15 per day, and food and other necessities are very dear. The



YOUNG NATIVES OF ALASKA.



INDIAN RIVER.
(Where rich finds were made.)



GENERAL VIEW OF JUNEAU CITY.



STEAMING AMID ALASKAN ICE-FIELDS.



AN ALASKAN MINING PLANT.

tain passes—the Chilkoot and the White Pass—thirty miles apart. This route, except during the four months of the brief Alaskan summer, is exceedingly tedious, and in mid-winter impassable owing to the deep snows and intense cold, the drifts frequently running from fourteen to eighteen feet deep, and the thermometer varying from thirty to sixty-five degrees below zero. There is also a water route (innavigable eight months a year) up the Yukon river, which involves traveling a much longer distance.

It has been known for upwards of twenty years that the valley of the Yukon, the most famous of the northwestern rivers, was rich in gold. Surveys made by Canadian and American officials have established this beyond perad-

THE ALASKAN GOLD EXCITEMENT—SCENES ON THE WAY TO THE NEW GOLD FIELDS.

venture; but until the present year, only a few enterprising spirits have sought those bleak fields, swept by the biting Arctic winds, as a source of wealth. Rising in the Rocky Mountains of Northern British Columbia, the Yukon, fed by numerous streams (including the Pelly, McMillan, Stewart, Lewis,

from \$15 to \$230, have been found in greater abundance than in any other gold field in the world. One miner who returned to San Francisco displayed nearly \$100,000

(Continued on page 591.)

Alaska's Golden Fields.

(Continued from first Page)

in shining yellow nuggets of various sizes, and also in gold dust on a table in his room at a hotel. Some had their wealth in bottles, others in sacks of stout cloth or canvas, and a few, who had used up all other available means, carried the yellow dust in double paper packages in their pockets. The mines from which these almost fabulous "finds" came are described as grouped together in a valley or ravine some fourteen miles in width and about seven miles in length, walled in by rocky boulders, in many places 3,000 feet high. From this locality hundreds of great fortunes have already been dug, and the yield seems unlimited. The work is all placer mining, and much of the gold has been



A STREET IN JUNEAU CITY.

found in "pockets." One returning party of sixty-eight miners brought with them from Klondike to Seattle a ton and a-half of gold of a grade of fineness averaging \$15 per ounce, or about \$2 per ounce coarser than California gold. All the Alaskan gold is of this grade of fineness. Many of the fortunate miners were poor men who had ventured all in their Klondike experiment, or who had borrowed the money for their transportation and outfit. Their joy on returning from the bleak region of the mines to civilization and comfort, was expressed in a thousand extravagant ways. Before they left, almost all the claims within miles of the Klondike river had been taken up, and there were nearly 5,000 people at the new diggings. New-comers will be compelled to seek locations elsewhere. Several prospecting parties had struck out southwest, toward American territory, and reliable reports state that rich placer fields have been found across the boundary, which will soon rival those of Klondike.

There is another side to this story of the sudden rush for riches, and it is a peculiarly sad one. All the returned miners tell of inconceivable hardships in the Yukon Valley. Last winter was regarded as unusually mild, yet the thermometer touched seventy degrees below zero. Winter lasts eight months, the open season being from May till August. The approaches in the summer to the gold fields are through morasses, where the foot sinks in from twelve to eighteen inches at every step, and the ground after September is frozen so hard that huge fires have to be built upon it before the pick can be used. Food is the greatest problem among the miners. The entire supply is controlled by the steamship companies, as no one else can bring supplies to the Yukon, consequently the miners are frequently faced with starvation. Many of the miners have returned in broken health, the result of long privation and exposure in the Arctic climate.

One miner, Mr. Frank Moss, is quoted as saying that no ordinary man can stand the hardships of that uncivilized region. When Moss went there four years ago he was a sturdy fellow, and six feet tall, but now, from hardships and privations he is crippled for life and broken in health. In three years he saw more than two thousand graves made in the Klondike basin, a large majority dying from starvation. Another miner tells of 800 dying of starvation and exposure. All returning diggers unite in warning those who have caught the "gold fever" against the dangers and privations of the Yukon mines, and the risk they



SIGNS OF CIVILIZATION.

run if they attempt to go there before next spring. Although the steamship companies have taken in large quantities of food, it is feared there

will be much suffering at the mines next winter, and that many of those who have ventured there without due preparation and with insufficient means will succumb to direst want. No man, say the veterans, should venture there, unless he has "a ton of food and plenty of warm clothing." A temperature ranging from fifteen to sixty below zero is not to be successfully endured except by those who are well-fed and clad. Besides in winter, mining work is practically at a standstill, and there can be no prospecting, the creeks and gullies being filled with snow. With the opening of next spring, the influx of gold-seekers both by way of the Yukon

the gold fields, nothing is told of the great army of the unfortunate and disappointed. For one who grasps the glittering prize, a hundred go unrewarded, their arduous labor and long exposure in a bitterly cold climate bringing nothing but disappointment. Riches are not for all who go to Alaska and while we would not dissuade any from going who are able financially and physically to stand the strain, we believe those who, lured by the glitter of gold, leave home and friends, good prospects and pleasant surroundings, are very likely to have many regrets. Wealth, honestly acquired and properly used, may be a potent agent for good, but it can be secured at too great a sacrifice.

Our photographs of Alaska, in this issue, are peculiarly timely in view of the prevalent gold excitement. Juneau City and Sitka will doubtless both become traffic centres of considerable importance. An interesting view is that on Indian River, where some very rich "finds" have been recently reported. The Treadwell mine, on Douglass Island, is well known. Some of the other views afford glimpses of the characteristic Alaskan scenery—wild, rugged, mountainous. It is now twenty-one years since the first Alaskan mining camp was established at the mouth of the Stikine river, the next being located near Juneau in 1880. Other good mines, both quartz and placer, were found and worked on the Koyukuk river, at Anvik on the Yukon, on the Tanana, and Kuskokwim rivers and elsewhere, but those were insignificant in comparison with the magnificent yield of the newly-discovered mines in the interior of the country, which seems to be the richest and greatest auriferous basin on the globe.

The Czarina's Wish.

It is recorded in European journals that while the Russian imperial family was celebrating last Christmas, the Czar according to an old custom, desired the Czarina to express a wish that he might have the pleasure of gratifying it. She did so, and said she wished there might be more religious toleration in the empire. The Czar answered, smilingly, "That will come by and by." He did not forget his promise, but has issued an ukase cancelling that of his father, Alexander III., which ordered that every non-orthodox person in Russia who married an orthodox person, should sign a document declaring that he would baptize and educate his children in the orthodox faith. The ukase of Emperor Nicholas permits chil-



THE TREDWELL MINE, DOUGLAS ISLAND, ALASKA.

and through the passes overland from Juneau will be so great that populous mining towns will soon spring up everywhere. Present transportation facilities too will be quickly improved and the journey will be made quickly. About \$600 is required to defray the expense of transportation and equipment of one person to the Yukon mines, and this fact will necessarily prove a stumbling-block to thousands who are eager to go there. This includes the coming to Seattle, from Seattle to Juneau (725 miles), up Lynn canal (75 miles), and all other traveling expenses, including clothes, food, dogs, sled, tools (for boat-making), and general outfit. The distance from Juneau to the mines is 600 miles overland.

While we hear of the hundreds of miners who have reaped sudden riches in

dren of mixed marriage to be educated the religion of their parents, sons of their father, and daughters in their mother.

VEILED ANGELS.

UNNUMBERED blessings, rich and free,
Have come to us, our God, from thee.
Sweet tokens written with thy name,
Bright angels from thy face they came.
Some came with open faces bright,
Aglow with heaven's own living light,
And some were veiled, trod soft and slow,
And spoke in voices grave and low.

Veiled angels, pardon! if with fears,
We met you first, and many tears.
We take you to our hearts no less;
We know ye come to teach and bless.
We know the love from which ye come;
We trace you to our Father's home.

—E. R. CHARLES.

Route Along the River Tells of the
in the Klondyke.

When it was fairly established that Bonanza creek was rich in gold, which took a few days, for Thron-Duick had been prospected several times with no encouraging

found \$14.75 in it. Of course that may be a very rich pan, but \$5 to \$7 to the pan on an average on that creek is reported. There is five feet of pay dirt, and the width yet undetermined. But it is known to be 30 feet. Even at that, figure the result: 9 to 10 pans to the cubic foot, and 600 feet long; nearly \$4,000,000 at \$5 a pan.

All Going to Klondyke.

CUDAHY, January 11, 1897.
Reports from the Thron-Dulck region are still very encouraging, so much so that all the other creeks around are practically abandoned, especially those on the head of Forty-Mile in American territory. Nearly one hundred men have made their way up from Circle City, many of them hauling their sleds themselves. Those who cannot get claims are laying on those already located. Men cannot be got to work for love or money, and development is consequently slow. One dollar and a half per hour is the wages paid the few men who have to work for hire, and work as many hours as they like. Some of the claims are so rich that every night a few pans of dirt suffice to pay the hired help when there is any. As high as \$204 has been reported to a single pan, but this is not generally credited. Claim owners are now reticent about what they get, so you can hardly credit any thing you hear. But one thing is certain, we have one of the richest mining areas ever found, with a fair prospect that we have not discovered its limits. A quartz lode showing free gold in paying quantities has been located on one of the creeks, but I cannot learn the particulars. I am confident from the nature of the gold found in the creeks that many more of them, and rich, too, will be found.

January 23, 1897.

I have just heard from a reliable source that the quartz mentioned above is rich, as tested, over \$100 to the ton. The lode appears to run from two to eight feet in thickness, and is about 19 miles from the Yukon river. Placer prospects continue more and more encouraging and extraordinary. It is beyond doubt that three pans on El Dorado Creek turned out \$204, \$212, \$16, but it must be borne in mind that there were only three such pans, though there are many running from \$8 to \$50.

The Climate and Diseases.

Extract from Assistant Surgeon A. E. Wills' report for 1895:

The climate is wet. The rainfall last summer was heavy. Although there is almost a continuous sun in summertime, evaporation is very slow, owing to the thick moss, which will not conduct the heat. In consequence, the ground is always swampy. It is only after several years of draining that ground will become dry enough to allow the frost to go out, and then only for a few seasons. The heavy mist rising from the open places in the river settles down in the valley in calm extreme weather. This dampness makes the cold to be felt much more, and is conducive to rheumatic pains, colds, etc.

Miners are a very mixed class of people. They represent many nationalities, and come from all climates. Their lives are certainly not enviable. The regulation miner's cabin is 12 by 14 feet, with walls 6 feet high, and gables 8 feet in height. The roof is heavily earthed, and the cabin is generally very warm. Two, and some times three or four men will occupy a house of this size. The ventilation is usually bad. Those miners who do not work their claims during the winter confine themselves in these small huts most of the time.

Very often they become indolent and careless, only eating those things which are most easily prepared. During the busy time in summer when they are shoveling in they work hard and during long hours, sparing little time for eating and much less for cooking.

This soon leads to debility, and sometimes to scurvy. In a cold climate, such as this, where it is impossible to get fresh vegetables and fruit, it is most important that the best substitutes for these should be provided.

The diseases met with in this country are dyspepsia, anaemia, scurvy, caused by improper food, sameness of diet, overwork, want of fresh vegetables, overheated and badly ventilated houses, rheumatism, pneumonia, bronchitis, enteritis, cystitis and other acute diseases from exposure to wet and cold; debility and chronic diseases due to excesses. In selecting men to reside in this country, I beg to submit a few remarks, some of which will be of assistance to the Medical Examiners in making their recommendations.

Men should be sober, strong and healthy. They should be practical men, able to adapt themselves quickly to their surroundings. Special care should be taken to see that their lungs are sound, and that they are free from rheumatism and rheumatic tendencies, and that their joints, especially knee joints, are strong and have never been weakened by injury or disease. It is also important to consider their temperaments. Men should be of cheerful, hopeful dispositions and willing workers. Those of sullen, morose natures, although they may be good workers, are very apt, as soon as the novelty of the country wears off, to become dissatisfied, pessimistic and melancholy.

result, there was a great rush from all over the country adjacent to Forty Mile. The town was almost deserted. Men who had been in a chronic state of drunkenness for weeks were pitched into boats as ballast, and taken up to the new country and staked claims for themselves and their friends, in order to be in time.

Take Your Own Canoe.

Any man sent in for survey purposes will require to bring a good canoe with him, say 19 feet long, 44 inches wide and 18 to 20 inches deep. Such a canoe will bring in five or six men and a stock of provisions

for the trip. A party crossing the summit early in June would just about find the lake open for the run down.

You might warn any such party that they had better run no risk at the canyons White Horse and Five Fingers. The canyon is not dangerous, but there is a good portage passage. The rapids between it and the White Horse are rough in high water, but with care are safe. A great many large boats run the White Horse, but most of them take more or less water; many fill altogether, and the owners are often drowned. In any case they lose all their effects if they do escape. A careful estimate of those drowned in 1895 places the number at 13, a large percentage, I think, of those who tried it. The Five Fingers are at some stages of the water uncertain.

In the course of a year I believe coal will supersede wood for fuel, which will relieve the demand as far as towns and villages are concerned, but mining interests will require a lot of fuel where coal cannot be taken. There have been several applications for land in the vicinity of the mouth of the Thron-Dulck, and Inspector Constantine has selected a reserve for Government purposes at the confluence of that stream with the Yukon, 40 acres in extent.

Many Rich Claims Found.

Before closing, I may say that every report that comes in from Bonanza Creek is more encouraging than the last. Prospecting has only begun, and up to date of mailing, November 22d, very rich claims have been found. From \$1 to the pan of dirt up to \$12 are reported, and no bedrock found yet. This means from \$1,000 to \$12,000 per day per man sluicing. The excitement is intense, but at this season of the year it is naturally very local.

Cudahy, December 9, 1896.

Since my last the prospects on Bonanza Creek are increasing in richness and extent, until now it is certain that millions will be taken out of the district in the next few years. On some of the claims prospected the pay dirt is of great extent, and very rich. One man told me yesterday that he washed out a single pan of dirt on one of the claims in Bonanza, and

is a poor place for women, and, in my opinion, it seems like suicide for any one to start for the gold fields this fall. She says the Yukon is impassable by this time, excepting down near the coast.

OPINION OF AN EXPERT.

BOSTON (Mass.), August 1.—Hon. Alexander Delmar, author of several works on financial topics, an authority on mining and an expert mining engineer, has just returned from the Pacific Coast and is staying for a short time in this city previous to a visit to London. He has examined into the principal regions where gold discoveries have recently been made, including the most northerly and southerly parts of California, Mexico, the Klondyke and other regions of Alaska. In fact, he may be said to have made a mining reconnaissance of the Pacific Coast.

"I have seen it stated," said Mr. Delmar to an "Examiner" man to-day, "in some of the papers here that the placers of the Klondyke must have been formed from the debris of quartz formation. This is a very common belief, but an erroneous one. Placers, or alluvium, which is only another name for the same thing, do not always come from quartz. There are large deposits of placer gold in California which never could have come from quartz.

"They are evidently the result of plutonic action and have long since ceased to puzzle the geologists. There are many other deposits of placer gold in California and elsewhere, the origin of which, though still in doubt, is nevertheless not derived from quartz. It is therefore doubtful if the auriferous deposit of the Klondyke is the result of breaking of quartz reefs.

"I am particular in pointing this out because of another statement that I have seen in the newspapers to the effect that miners from the Klondyke are about to offer claims for sale which are represented to contain quartz. Millions of pounds sterling of capital have been fruitlessly expended in South Africa upon the same false assumption. I would advise the investor to buy no claims of quartz mines till the quartz leads have been sufficiently developed.

As to the importance of the Klondyke mines, this of course is relative. I don't think that they will within any reasonable period rank with either California forty years ago or South Africa to-day. Moreover, much more important mining development and discoveries have taken place recently in other parts of the Pacific Coast where mining is easier, mines more accessible, agencies more at command and other facilities for mining much superior to those of Alaska.

Very rich finds have recently been made both in the extreme north and the extreme south of California, and also on the west coast of Mexico. And I am inclined to think that far more gold will be obtained from these regions than from the whole of Alaska. The reason for this increased activity is due in some measure to the demoralization of silver. The prospectors in the mining States are as ready to hunt for gold as for silver, and they know how to mine it methodically. The result is that from 80,000 to 40,000 experienced and practical miners have for years past turned their attention away from silver and devoted it exclusively to gold. Perhaps the most important of the great finds recently made are those in Sierra Madre of Southern California and on the mountains which encircle and interrupt the great desert of Mojave."

SCOTS ARE SANGUINE.

By Frank Marshall White.

(Special Cable to "The Examiner.")

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LONDON, August 1.—Two prospectors, sent out on behalf of a Glasgow company, have cabled home that British Columbia will be the principal gold field of the world. They say that not a single mine in the territory has been abandoned. Some of them are earning dividends before the actual mining has commenced and working costs are declining. There is work in that locality for six thousand miners. "It is probable, however," adds my Glasgow correspondent, "that no important exodus of English goldseekers will take place until spring."

SAYS CANADA IS SELFISH.

Action of the Dominion Government Criticised.

Senator Perkins Protests Against the Methods of Taxation Adopted.

SEATTLE (Wash.), August 1.—"The Government of the Dominion of Canada has gone daft on the subject of securing revenue from the new gold fields in the Klondyke region. The imposition of a royalty tax on gold taken from the claims by the miners, and the reservation to the Government of every alternate claim, is an unheard-of proceeding. Our British neighbors have shown themselves to be very selfish."

United States Senator George C. Perkins of California, who is on his way home from Washington, made the above statement to-night in discussing the action of the Canadian Government in imposing a royalty tax, according to the value of the output, on all the gold obtained from the claims in the Klondyke district.

"The law will meet with condemnation by all," continued the Senator. "Not alone Americans, but miners of every other nationality will resist the enforcement of the royalty tax order. It will be impossible to collect a royalty tax on the output of the mines. The Dominion Government cannot enforce the law. The miners, to a man, will resist it. There is no justice in such a law. The English Colonial Government has never attempted this. There was no royalty tax in Cariboo or Fraser river diggings; none in the Australian gold fields and none in the South African placers.

"I have no objection to a license tax on miners, to an annual assessment on claims nor to the levying of duty on supplies taken into the district by miners. The United States levies duties on provisions and clothing imported from foreign countries. The Canadian Government is entitled to revenue derived from the same sources. But to tax the product of man's toil, or take his claim from him are great wrongs.

"By right of discovery, a claim—whether placer or ledge of quartz—is the property of the miner. The energy, labor and skill that enabled him to locate, develop and make

REINDEER BY SHIPLOADS.

New York Sun Feb 28.

GOVERNMENT'S UNIQUE YUKON RELIEF EXPEDITION IN. 1898

113 Immigrants, Herders, 6 Bridal Couples, Hundreds of Sledges, 527 of the Deer and Tons of Arctic Moss on the Manitoban—To Be Shipped to Seattle in Thirty Cars To-day—Thingvalla, Too, Brings Reindeer.

The Lapland reindeer Yukon relief expedition of the Government reached New York last night on the chartered steamship Manitoban, twenty-four days from Bosekop, Arctic Lapland. The expedition is in charge of Dr. Sheldon Jackson, who introduced the first domestic reindeer into Alaska, and now under the auspices of the general Government is placing there the first colony of Lapp settlers.

The Manitoban brings a unique cargo, the first of its kind ever imported into the United States. It consists of 113 immigrants, 537 reindeer, 418 reindeer sleds, 511 sets of reindeer harness and between 3,000 and 4,000 bags of moss for feeding the reindeer en route. The immigrants consist of 43 Lapp, 10 Finn and 15 Norwegian reindeer herders and drivers and their families, making a party of 68 men, 19 women and 26 children.

Among them are six bridal couples, who were married a few days before the sailing of the steamer. One of these couples had reached the mature ages of 40 and 39 years. The youngest couple are 26 and 23, and the youngest bride is 22. Among them is a man of 29 married to a woman of 50.

Each of the three nationalities has a celebrity. Samuel Johannesen Balto is a Lapp who crossed Greenland with Nansen, and wears a silver medal conferred upon him by Oscar II., King of Sweden and Norway, in recognition of his services upon that occasion. Olaf Paulsen is a Norwegian, who boasts of three prizes (two medals and a silver pitcher) received from King Oscar for skill in rifle shooting, and Johan Petter Stalogargo is a Finn, who has the distinction of having been the northernmost mail carrier in the world, having for eight years carried the mail on his back to North Cape, Norway, five degrees of latitude north of the Arctic circle, travelling on skis (Norwegian snowshoes). There are twelve others in the company who have had experience in carrying the mails with reindeer teams across the mountains of Arctic Lapland. But one deer was lost on the journey of 4,000 miles from Lapland, and it died from injuries received in fighting on shipboard.

The Manitoban had rough weather, but the reindeer stood it well, and did not appear to be inconvenienced by the rolling of the ship. They were carried in pens built on the upper and first decks, between the amidships superstructure and the poop. The immigrants stood it worse than the deer and suffered a good deal from seasickness. Two children, besides, had the measles. Notwithstanding the general condition of their lives and their nomadic habits, the reindeer herders and drivers are not stupid men and are remarkably domestic. They insist upon taking their families with them when they make a permanent move, and generally when any number move together they insist upon taking the minister of the community. In this instance, however, they waived that right. They can nearly all read and write, and as a rule are good Lutherans.

The reindeer sleds are built of light, thin wood, in much the form of the forward half of a canoe, only decked over for two-thirds of their total length of about seven feet. From 300 to 400 pounds make a sled load, and ten sleds make a team, nine loaded, and one for the driver. Each sled is drawn by one reindeer, whose harness consists of a rawhide thong about the neck, with a single trace running between the forelegs and to one side of the hindlegs, so that the animal pulls a bit sideways and does not step into its tracks twice, as it would if it pulled straight ahead. The driver, who rides in the first sled in a reindeer caravan, drives with reins tied to the steed's horns. The other animals are tethered each to the rear of the sled in front of it. The reindeer is equally useful in countries where summer thaws make a trail muddy, as their hoofs are large and flat and spread out when the foot is planted, scarcely sinking in the lightest snow or softest ooze.

The large supply of Arctic moss which was taken on board the steamer will more than suffice to feed the reindeer during the entire trip to Dyea. A day's journey inland from Dyea a moss grows on which the caribou of that region subsist, and it is an accepted fact that reindeer can live on any food which caribou eat.

Dr. Jackson said last night that he was agreeably surprised that the animals had stood the voyage so well. It was expected that a number of them would die.

The War Department's steamer Gen. Meigs visited the Manitoban at her anchorage late in the evening. On board of the Meigs were Lieut.-Col. E. W. Weston, Chief Commissary of the United States Army, manager of the transportation bureau at Washington, and his assistants, J. J. Rafferty, E. W. Gurner and L. W. Kelly. Rafferty will assume control of the reindeer on their overland trip to Dawson City. Kelly will have charge of the Government expedition through Cook Inlet and Gurner will direct the movements of the party that will go up the Copper River.

Col. Kimball, U. S. A., and his assistants were on board, as was also Lieut. Devore.

The Manitoban will leave Quarantine this morning about 7 o'clock and transfer the deer and Laplanders to the cars of the Pennsylvania Railroad, over whose tracks the journey will be made as far as Chicago. From that point they will travel by the Chicago, Milwaukee and St. Paul and the Great Northern to Seattle, where the duties of the transportation committee will end. From Seattle the caravan will proceed to Dawson.

The special train is made up of thirty stock cars of improved design, which is now waiting at Jersey City. The train will move in two sections, and the time of transit between this city and Chicago is limited by the terms of the contract to forty-eight hours.

It is confidently expected that the entire distance from this city to Puget Sound will be covered in 150 hours—six and one-quarter days.

The cost of transportation to the Government for each stock car is \$347.77 and for each box car \$168.17, the railroad to furnish the necessary attendants on the journey and the Government reserving the right to stop at any stage of the journey to rest the herd.

It is the intention of the drivers to stop at Dyea, Alaska, until two or three round trips are made into the Klondike country. The plans beyond the present journey have not been completed as yet, and it was stated that the herd may be kept by the War Department and used in the event of another severe winter, sold in the spring to any one who desires to purchase the animals or transferred to the Department of the Interior and joined to the present herd that is in Alaska. The report that the Government would retain them for breeding purposes is erroneous. They are all bucks.

About three years ago seven families of Laplanders settled in St. Michael. Of these three returned to their native land, while the others have expressed themselves as pleased with the country and have stayed there. It is hoped that the Laplanders that accompany the present expedition will stay. The cost of the herd that arrived last night is estimated at \$50,000.

Another load of reindeer and a company of herders arrived late last night on the Thingvalla from Dronheim, Norway, on Feb. 6. The deer were purchased and exported by Max Jansen, of the firm of Mocasti & Jansen, Sweden, and brought here on a speculation. An effort will be made to sell the consignment, harness and sleds included, to the Government, but in the event of failure the herd will be shipped to the Klondike and sold or used to establish a supply service to the Klondike. It is reported that the herd numbers over 500, all bucks, and the company of herders and drivers 47.

CHINESE GAMING DEN RAIDED.

Police Broke Down the Doors with a Sledge Hammer and Crowbar.

Fifteen fat and nine lean Chinamen, \$28.28,

many buttons, scores of chips, cards, and a game.

New York Sun

FEB 28, 1898

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Financial Institution, To Be Established in Dawson City, Will Protect the Interests of Miners.

CHICAGO, Ill., Sunday.—A bank is to be established in Dawson City, as early in the spring as possible. The bank will be a branch of the Canadian Bank of Commerce. The move is of great importance, as the Canadian Bank has been appointed agent of the government for the Klondike district and will receive all royalties on gold mined in the northwest territory.

Heretofore the royalties have not been generally collected by the Canadian government. The bank will do a draft and letter of credit business that will be under the espionage of the Canadian Bank of Commerce.

This will prevent losses of large sums through carrying them on the person, as many Klondikers have done in the past.

The arrangements made between the government and the Canadian Bank of Commerce are such that drafts will be issued in Dawson City with no extra charge, except what is taken out in royalties. The gold received by the bank will be sent by the coast under the escort of mounted police provided by the government. In this way the miners will be relieved of the risk to which they are now subjected while en route home with the proceeds of their work.

SKI EXPEDITION FOR KLONDIKE.

TO THE EDITOR OF THE HERALD:—

I believe the surest and most effective way to relieve at least part of the suffering in the Yukon district is by skilopers. Even the Klondike district proper might be relieved by skilopers by a direct route from the coast. A corps of such men would, under any circumstances, be in its appropriate place and of invaluable use and advantage not only at present but also in the future in the upper Yukon district, where, for many a day to come, one cannot hope to be able to keep open any railway or road of any kind. A number of stations or depots, carefully provisioned and equipped with a complement of skilopers, would, under ordinary conditions of snow, bring the mails from Dawson City to the coast in eight or ten days. At these stations persons who were in need might be received and taken care of, and relief expeditions run to outlying parties of miners and persons lost in the snow.

In order to secure the success of a ski expedition it is absolutely necessary to have first class skilopers, practised from childhood, strong and healthy men, from twenty to forty years old; a complete Arctic outfit, with dried and concentrated preserves (pemmican, Vriel food, &c.); ski sledges and sleeping bags that, at any rate for some time, will make an eventual expedition altogether independent of settled places. If with such an equipment, the expedition was to start by way of the Chilkoot or White Pass for Lakes Lindemann, Bennett and the upper Yukon, it ought, by the end of each day's march, to build a station—a good and strong snow cabin might do very well—and here to leave a certain number of its men, who would return to the starting point and bring back to the station a full load of provisions, and so on. In this manner the expedition should work its way by day's marches from station to station, all the time leaving men at each station to keep up communication with the preceding one, a way of doing the work that would enable each station party to learn to

know their part of the route so well that they could attain the greatest speed and effect in the transport of provisions and get through even in bad and snowy weather. Such an arrangement would secure a steady influx of provisions and keep open a line of communication with the coast. A corps of skilopers would be able to reach Fort Yukon in thirty days and then establish the above mentioned station arrangement to Dawson City.

N. MULLER,
Captain of Infantry, Royal Norwegian Army.

CHRISTIANIA, Jan. 28, 1898.

KLONDIKE SOLDIERS KILLED.

New York Times Feb 28, 98
Met Death When the Ship They Were

In Went Ashore at Juneau—

Several Injured.

SEATTLE, Feb. 27.—The steamer Topeka arrived here last night from Juneau. Her officers report that by a terrific windstorm at Juneau last Sunday the steamer Oregon was blown ashore on the Juneau flats. The Oregon was lying in Juneau Harbor at anchor when the gale struck her, and after straining her anchors for some time she began to drag them, and then, at a tremendous speed, she was hurled on the flats. Several soldiers were thrown against the side of the vessel and some were killed.

The Oregon was ashore throughout the day, the passengers suffering terribly, as during the gale a dense fog and snowstorm prevailed. The thermometer registered 8 degrees below zero, and the fierce wind was piercing cold. When the gale abated

at high tide the vessel was floated, having suffered no injury.

A KLONDIKER IN SHIRT SLEEVES.

F. W. Hyde Relates His Experiences and Gives Advice to Gold Seekers.

A returned Klondike prospector sits in his shirt sleeves in a room at the Grand Union Hotel with the windows open and still complains of feeling warm. He is F. W. Hyde, a man of enormous build, and he comes direct from Dawson City, which he calls his home. He has been in that region for twelve years, and worked in the gold fields of Colorado and Montana before he went North.

He said: "I have been through the Skaguay and the Dyea passes and down the Yukon. The Dyea pass is by far the best route. The Yukon is open at its lower end only about six or eight weeks in the year."

"How long will it take a man to get through the Dyea pass?" was asked.

"It depends upon the man. If he has some one with him who knows the way and has the right kind of outfit, he will get through in two weeks. But if they attempt as thousands are trying it now they will never get through."

"The MacKenzie River route is the most absurd of all. It will take a man nearly two years to get through there with the proper outfit of provisions, and he is just as likely never to reach the Klondike River."

"There are thousands going into the Klondike this year," he added, "who will never come out, I am afraid, and the worst spot I was ever in is Skaguay. There the tough characters from all over the country seem to have congregated, and lawlessness is rife. We have had no trouble of that kind on the Klondike. It is a most law-abiding community. We have thirteen of the Territorial police there, but there is little for them to do."

"I am a member of the Pioneers of Yukon Valley, an organization formed to maintain law and order. There are only about 180 members of it, and only those who have been there a certain length of time are eligible to membership. Formerly when a man did wrong we gave him \$50 and some provisions, put him in a boat, and sent him down the Yukon, and he could not come back under pain of death."

"I consider the Klondike the greatest gold-producing country in the world, but any one must work to get it out. A young man who has \$1,000 and no ties can afford to go there. He should get his own outfit, and not depend upon transportation companies, some of which are not responsible concerns."

Mr. Hyde will return to Dawson City in a few weeks. He is here on a business trip.

NEW BANK AT DAWSON CITY.

Branch of the Canadian Bank of Commerce to be Established There.

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The Canadian Bank of Commerce has been appointed agent of the Government for the Yukon district, and will receive all royalties on gold mined in Canadian territory in the Klondike.

Drafts will be issued at Dawson City with no extra charges, except what is taken out in royalties. The gold received by the bank will be sent to the coast under the escort of mounted police provided by the Government.

A French Nurse Stranded.

Guillet Andrée, a French trained nurse who has been hired by the managers of the hospital at Juneau, Alaska, is stranded at the Immigration Station at the Barge Office, because she has neither a ticket nor money enough to get there. She said yesterday when she arrived on the steamship La Bretagne, that her cousin, who lives in this city, had a ticket and money for her, but as the cousin did not call she was detained, in spite of her vigorous and emphatic protest.

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THE DANGEROUS SPOT ON THE CHILGOOT ROUTE.

These are the much-discussed White Horse rapids, about three-eighths of a mile in length. They are the most dangerous rapids on the river. They are confined by low banks which close in suddenly at the foot and make the channel about thirty yards wide. From a photograph.

productive his claim, entitles him to all the precious metal his claim yields. For instance, A, B, C and D take up claims on Klondyke. The Canadian Government says: 'A and C may hold their claims, but the

claims of B and D are forfeited to us.' That is injustice. During the rush to the gold fields in California the United States accorded the same privileges and protection to the gold hunters from foreign lands that it did to Americans. There was no attempt to take from these men any portion of the gold they obtained.

"In contrast with the selfish procedure of the Dominion Government is the action of the United States in permitting Canadian steamers to run to Dyea and Juneau with goods in bond, Dyea having been made a sub-port of entry, a concession of great benefit to Canadians. The Governments of England and Colonial dependencies have always been jealous of their maritime rights, and no vessel under the American flag is permitted to carry passengers between ports in British territory. Ex-Senator John B. Allen of the State of Washington, now in Seattle as attorney for the British Columbia Steamship line, recently made application to the authorities at Washington asking that the United States give permission to the Canadian line to run its boats to Dyea and Juneau. Assistant Secretary Hull of the Treasury Department opposed this proposal and Secretary Gage submitted the question to the Cabinet and after a conference Dyea was made a sub-port of entry. I protested in vain against this, pointing out that Dyea should not, and was not entitled to be created a sub-port of entry. But now British vessels sail from British Columbia ports with goods in bond which enter Dyea and are transported across a strip of American territory into British possessions without hindrance."

Senator Perkins then reverted to the subject of the new gold fields, saying: "If I was foot-loose I should shoulder my blankets and join the gold hunters flocking to Alaska. I once packed my blankets and food on my back, wielded pick and shovel

and washed gravel in a prospector's pan. In 1857, at the first ripple of the Fraser river excitement, I caught the fever and joined the rush to those gold fields. In the history of placer mining there is no record of such wonderful strikes as are reported from the Klondyke district. I am satisfied from all reports and from the amount of gold in evidence that the placers in the Klondyke district will prove of immense value. With appliances for extracting the gold from the frozen gravel the yield of precious metal ought to be enormous. There will be many who are sure to meet with disappointment. Those men who put their courage, endurance and skill to the test and whose labors may result in placing from fifty to one hundred millions of dollars in circulation are deserving of full measure of success. Yes, I believe that from fifty to one hundred million dollars will be added to the world's money as a result of this great discovery. If the reports from Alaska were based on hearsay one might well be skeptical. But there is no chance to doubt. The gold is in evidence."

Senator Perkins arrived last night from the East. To-morrow he will go south on the Umatilla, arriving in San Francisco August 5th.

How Gold Is Taken Out.

Sluicing is always employed when possible. It requires a good supply of water with sufficient head or fall. The process is as follows: Planks are procured and formed into a box of suitable width and depth. Slats are fixed across the bottom of the box at suitable intervals, or shallow holes bored in the bottom in such order that no particles could run along the bottom in a straight line and escape without running over a hole. Several of these boxes are then set up with a considerable slope, and are fitted into one another at the ends like a stovepipe. A stream of water is directed into the upper end of the highest box. The gravel having been collected, it is shoveled into the upper box and washed downward by the strong current of water. The gold is retained by its weight, and is held by the slats or in the holes mentioned.

Cudahy, June 10, 1896. After my return there was some fine, clear weather in January, but it was exceedingly cold, more than 60 degrees below zero, one

25, 1897. December 25

STARTING FOR THE YUKON.

SEATTLE STEAMERS ARE CROWDED WITH GOLD SEEKERS.

The Tide of Travel Has Set In Earlier Than Was Expected—About 100 Vessels Will Engage in the Alaskan Trade Next Year—500 Men Left Dawson for Fort Yukon Last Fall.

SEATTLE, Wash., Dec. 24.—The tide of travel has again set toward the north and steamers sailing from Seattle are crowded with gold seekers bound for the Yukon. At the regular steamship offices they report the bookings of freight and passengers as ahead of anticipations, and in some instances freight has been refused. The general impression among the transportation companies was that business would not open before the middle of January, but it has come with a rush a month earlier. The older companies have more than doubled their capacity, employing ten steamers on the inner route, while several new companies have been organized with vessels to the number of fifty or more and contracts have been let to local shipbuilders for twenty steamboats and twenty-four steam barges suitable for the Yukon River trade, to be completed ready for use on the opening of spring navigation. Conservative estimates place the number of vessels of all descriptions to be engaged in the Alaska trade this summer at one hundred. This does not include transports, schooners, sloops, and smaller craft engaged in prospecting and other business along the Alaskan coast.

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KLONDIKE. President McKinley has been to California, with the right of succession, so to speak, to New Jersey.

Diversion of Dawson City.

OTTAWA, Dec. 24.—Mr. Robert Anderson of London, England, has recently returned from the Klondike, and is here to obtain a lease of a tract of land in the Klondike region, which it is impossible to work by the methods now employed there, and if this is secured will mine the tract by hydraulic process. Speaking of the Klondike, he said: "I remained there just fifty days. There were 5,000 or 6,000 people at Dawson then. The best of order prevailed. In fact it is the most orderly frontier camp I ever visited. There are a large number of saloons and dance halls at Dawson City, and they are doing a flourishing business. These afford the only means of diversion for the miners, and about all their spare time is spent there. A rumshop pays better than a placer claim. During the time I was in the district I inspected about all of the principal claims. The richness of some of them is simply marvellous. I do not think that the newspaper reports have exaggerated matters much. Numbers of men have struck good claims and made an immense amount of money in a short time. I met several who were poverty stricken when they reached the Klondike, but who are now wealthy. There were 200 men exploring the Stewart River when I left, and wonderful finds are expected to be made in that district."

JOTTINGS ABOUT TOWN.

The Purim Ball of 1898 will be held at the Waldorf-Astoria. The Purim Association, of which Mr. M. H. Moses is President and Mr. J. S. Isaacs of 2 West Fourteenth street is Secretary, has just fixed the date for Tuesday, Feb. 15. The proceeds will be devoted to the United Hebrew Charities.

OFF TO BUY LAP REINDEER.

New York Sun, Dec. 25, 1897
THEY WILL BE USED TO SEND RELIEF TO ALASKAN MINERS.

Dr. Jackson Sails for Europe To-day to Secure 500 Reindeer and 50 Lap Drivers—These Will Form the Government Expedition That Is to Carry Supplies to the Yukon.

The Rev. Sheldon Jackson, D. D., will sail on the Lucania this morning as special agent of the War Department with power to purchase 500 reindeer, which the Government will use in forwarding supplies to the miners in the Yukon Valley. William A. Kjellmann, superintendent of the Government reindeer herd in Alaska since 1890, left Washington for Sweden late in November on the same errand, and it is hoped that he will have selected the animals by the time Dr. Jackson reaches Christiania. If he has not done so Dr. Jackson must proceed north by railroad from Christiania to Trondhjem and thence by boat along the coast of Norway, as far, probably, as Hammerfest, the northernmost town in Europe.

There are in Lapland, which includes the northern parts of Norway, Sweden, Finland and the Kola Peninsula, 100,000 domestic reindeer. They are in herds of all sizes, owned by various individuals, the business of reindeer herding and raising being one of the chief industries of the country. Thousands are killed annually for food, and a good deal of the meat is sold in Europe as venison. The domestic reindeer is somewhat smaller than the wild one, although this fact is probably due to careless breeding; for the Government herd in Alaska has been considerably improved in breed during the five years it has been under the care of the Department of the Interior. Reindeer in Lapland sell at from \$7 to \$15 each when broken to work. Their training begins when they are from three to four years old, and they are usually able to work up to the age of from sixteen to eighteen years.

Freighting with reindeer is an entirely separate industry from raising the animals, and is one in which many Laplanders are engaged. Almost all the traffic between the inland settlements and the coast is done by reindeer sleds in winter and reindeer packs in summer. The hoofs of a reindeer are large and flat and spread out as the foot is planted, so that the animals are equally useful for travelling on snow or in mud. The sleds are built of light thin wood, in much the form of the forward half of a canoe, only decked over for two-thirds of their total length of about seven feet. From 300 to 400 pounds of freight make a sled load, and ten sleds make a team, nine loaded, and one for the driver. Each sled is drawn by a reindeer whose harness consists of a rawhide thong about the neck with a single trace running between the forelegs and to one side of the hind legs, so that the animal pulls a bit sideways, and does not step into its own tracks twice, as it would if it pulled straight ahead. The driver, who rides in the first sled, drives with reins tied to his steed's horns, the other animals are tethered, each to the rear of the sled ahead of it.

Dr. Jackson will not only buy 500 reindeer, but also their harness and sleds, and will hire the services of fifty drivers, who will be accompanied by their families. Considering their condition in life, and their nomadic habits, the Lap reindeer drivers are a remarkably domestic and intelligent class. They insist on taking their families with them when they make a permanent move; and where any number migrate together, the minister of the community always goes along too. They can nearly all read and write, and are good Lutherans.

The arrangements for the transportation of the reindeer, the harness and sleds, and drivers will be most difficult and expensive. Lieut. D. B. Devore, military secretary of the Secretary of War, will act as disbursing agent, and is authorized to charter a vessel for this purpose if necessary. A large supply of Arctic moss must be carried for fodder on the trip across the ocean as well as for that overland to Seattle and again by water to Dyea. A day's journey inland from Dyea a moss grows on which the caribou of that region subsist, and it is an accepted fact that reindeer can live on any food which caribou eat. The long trip is sure to affect the reindeer, and it is hoped that it can be made in a short enough time to allow a little stop for recuperation before the reindeer start hauling supplies in from Dyea. The families of the drivers will stop at Dyea until one or two round trips have been made, after which they will probably settle at the other end of the route.

Three years ago a colony of seven families of Lapps was settled at St. Michael, and although three of these have returned home, the rest like the country, and it is hoped that those accompanying the imported herd of reindeer will

also stay. The reindeer may be kept by the War Department in anticipation of the repetition of this year's distress next year, or they may be sold at auction in the spring, or turned over to the Department of the Interior and be joined with the herds already in Alaska.

The cost of the herd which Dr. Jackson is to bring over will probably be about \$50,000.

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Pack Mules to Be Used to Carry Supplies if Reindeer Cannot Be Got Here in Time.

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Capt. Brainard of the Commissary Department of the army will secure food supplies for the starving miners and have it at Vancouver, ready for shipment to Dyea with the mules, as soon as word is received that the reindeer will not be landed in this country within the specified time. It is probable that oxen will also be sent to Dyea for hauling purposes. Major Rucker, who has started for Dyea, will make preparations for hauling the provisions over the Chilcot Pass, so that the deer will be spared that heavy work. Oxen are believed to be best adapted for that purpose.

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VANCOUVER, B. C., Dec. 24.—Dan McLeod, whose story of a very rich find of gold gravel this side of the Yukon was discredited here, has attracted the attention of moneyed men here. Col. Domville has organized a company, which will send fifty men to the alleged find in the early spring. A great many cattle and adequate supplies are being purchased for the expedition. All the claims are to be staked, and McLeod is to get 25 per cent. of the profits. His story is now believed here. McLeod says he found the gold a year ago and has been trying ever since to induce capitalists to invest.

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POSITIONS GIVEN OUT.

Nominations Made by President McKinley.

WASHINGTON, June 15.—The President to-day sent the following nominations to the Senate:

Interior—John G. Brady of Alaska to be Governor of the District of Alaska.

To be Commissioners in gold fields of Alaska—Allan W. Tuttle of Indiana and John W. Grane of Illinois.

The Senate to-day confirmed the following nominations: William M. Griffith, Arizona, to be Marshal of Arizona; Henry M. Hoyt, Pennsylvania, Assistant Attorney-General. Also several minor promotions in the Army.

TAX ON IMMIGRANTS.

William's Proposed Amer...

HELP FOR ALASKAN MINERS

New York Tribune Dec 22, 1907
SECRETARY ALGER URGING ON THE RELIEF EXPEDITIONS.

DR. SHELDON JACKSON GOING TO LAPLAND FOR REINDEER—HE DISCUSSES THE TRANSPORTATION PROBLEM—ARRANGEMENTS FOR PURCHASING FOOD—THRILLING STORY OF A WINTER JOURNEY.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Dec. 22.—Despite the fact that he is confined to his house by a severe cold, Secretary Alger's interest and activity for the relief of the suffering miners and prospectors in Alaska are increasing, and every suggestion to hasten forward the means of relief is carefully considered. The activity and interest of the head of the War Department are naturally shared by all the officers of the Army, who have been or are likely to be called on for service in this emergency, and they are showing as much energy and zeal as they could display on the eve of an important military campaign in the field. Everybody concerned appears to realize that the inhospitable forces of Nature, which must be encountered and overcome before relief can be given, are even more formidable than any which a human foe could interpose to thwart and prevent the advance of an army. To get supplies into the Yukon country before the opening of inland navigation is justly regarded as the most difficult problem of all.

Secretary Alger seems to have become thoroughly convinced that the means of transportation on which greatest reliance can be placed are reindeer, and he has commissioned the Rev. Dr. Sheldon Jackson, who has been for many years and still is the general agent of education for Alaska, under the Bureau of Education, as a special agent of the War Department, to proceed immediately to Lapland and procure six hundred broken and trained reindeer and secure the services of a sufficient number of experienced Lapp teamsters to handle and drive them. For this service sixty teamsters will be required. Dr. Jackson is splendidly equipped for the service required of him. It was due to his efforts that reindeer were introduced into Alaska several years ago, and he knows what they can do in that country. He is a militant Christian and as full of zeal and energy as he is of practical ideas. First Lieutenant D. D. Devore, Military Aid to Secretary Alger, will accompany Dr. Jackson.

The Secretary also held a long conference with Captain D. C. Brainard, who started for Chicago to-night on his way to Vancouver Barracks with full power to purchase all necessary food for the expedition. Captain Brainard will go to Dawson City and act as chief commissary of subsistence. Secretary Alger also ordered the pack train of the Department of the Platte shipped at once to Vancouver Barracks, and these mules will be used on the Alaskan trails to see if they do not surpass reindeer for heavy travelling. General Merriam gratified the War Department officials to-day by telegraphing that Major L. H. Rucker, 4th Cavalry, had already started under orders to reconnoitre the passes and trails near Dyea. Advertisements for concentrated food and other supplies will probably be issued by the Department to-morrow.

DR. JACKSON TALKS OF HIS TRIP.

Dr. Jackson will leave Washington to-morrow night, sail from New-York on Saturday, and waste no time in reaching the objective point of his journey. "It will not be an altogether pleasant excursion," he remarked to a Tribune correspondent to-day, "to go to Lapland and three degrees above the Arctic Circle in mid-winter, but I hope to make the trip a successful one." In Lapland Dr. Jackson will have the

assistance and co-operation of William A. Kjellmann, a native of that country, who has been for several years superintendent of the Government reindeer station in Alaska, and who was sent to Lapland some time ago to induce a colony of his countrymen to settle in Alaska. He has recently been instructed to ascertain where and how many reindeer could be obtained in case it should be decided to send for them. Dr. Jackson hopes that the required number will be obtained and landed in this country by the middle of February, together with a sufficient number of trained and experienced Lapps to handle and drive them. They will be brought to New-York and shipped across the continent by rail as the most expeditious way to get them where they are needed.

In his annual report, which was transmitted to the Secretary of the Interior on Thursday, Dr. Jackson discusses the subject of Alaskan inland transportation and communication exhaustively and in a most interesting manner. Under the head of "reindeer freighting" he says in part: "The first thought of the miner in Central Alaska is to secure a good claim; his next thought is the question of food supply. With the exception of fish, a little wild game and a limited quantity of garden vegetables, there is no food in the country. All breadstuffs, vegetables, fruits and the larger portion of the meat must be brought into the country from the outside. A small quantity of provisions is packed on sleds and on men's shoulders and brought over the passes of the Chilkat country in southeastern Alaska, to the headwaters of the Yukon. The great bulk of the food supply, however, is brought in on steamers plying on the Yukon River. These provisions are necessarily left in warehouses on the banks of the great river. But the miners, who are the consumers, need them at their claims, which are from ten to one hundred miles away from the river.

DIFFICULTIES OF TRANSPORTATION.

"Now, it should be remembered that there are no roads in Alaska as they exist in other portions of the United States. And, with the almost illimitable areas of bog and swamp and tundra and frozen subsoil, it will be impossible to make and maintain roads except at a cost which would be practically prohibitive. In summer the supplies are loaded into small boats, which are poled up the small streams or packed on men's backs to the mines. In winter they are hauled on dog sleds. This costs heavily. From Circle City to the Birch Creek mines, a distance of about fifty miles, the freight is ten cents a pound in winter and 40 cents a pound in summer. From Dawson to the Klondike mines, a distance of fifteen miles, the freight last winter was eight cents a pound, and this summer 25 cents, or \$500 a ton. In addition to the expense, the carrying capacity is too limited. The load is from one hundred to one hundred and twenty-five pounds on a sled per dog, a portion of which is food for the dogs. If the route is a long one, without intervening sources of supply, they cannot carry more food than is sufficient for themselves. So far they have failed in supplying the mines with a sufficient stock of provisions.

"Last winter the steamer Bella was caught in the ice and frozen up at Fort Yukon, eighty miles distant from Circle City. An effort was made to forward the provisions with dog teams

on the ice, but it was a failure. The food could not be moved in sufficient quantities to supply the miners of the upper Yukon, and by spring at Dawson City flour ran up to over \$100 a barrel. A few horses have been brought into the country, but in the absence of roads, the scarcity of food and the rigor of winter climate, have not proved a success. At Dawson, although the wages of a man and team are \$50 a day, not even at that does it pay with hay at \$125 to \$150 a ton (and not a pound was to be had when I was there in July even at these figures), and the horses were fed on bread made from flour ranging in price from \$100 to \$200 a barrel.

REINDEER THE ONLY SOLUTION.

"The only solution of the question of reasonable land transportation and rapid communication and travel between mining centres hundreds of miles apart in sub-Arctic Alaska is the introduction and utilization of domestic reindeer. Last winter a party of them hauling nine sleds made a day's journey with the temperature at 73 degrees below zero. On a long journey through an uninhabited country a dog team cannot haul sufficient provisions to feed themselves. A deer with two hundred pounds on the sled can travel up and down the mountains and over the plains, without a road or trail, from one end of Alaska to the other, living on the moss found in the country where he travels. In the four months' travel of 2,000 miles last winter the deer were turned out at night to find their own provision, except upon a stretch of the Yukon Valley below Auvik, a distance of forty miles.

"The great mining interests of Central Alaska cannot realize their fullest development until the domestic reindeer are introduced in sufficient numbers to do the work of supplying the miners with provisions and freight and giving the miner speedy communication with the outside world. It now takes from fifty to sixty days to carry the mail between Circle City and Juneau. With the establishment of relay stations at suitable distances the reindeer teams will carry the same mail in four or five days. The reindeer is equally important to the prospector. Prospecting at a distance from the base of supplies is now impossible. The prospector can go only as far as the one hundred pounds of provisions, blankets and tools will last him, and then he must return. With ten head of reindeer, packing one hundred pounds each, making half a ton of supplies, he can go for months, penetrating regions hundreds of miles distant, his deer grazing wherever night finds him. The possibilities are so great that in the days to come it will be a matter of surprise that the utilization of the deer was not vigorously pushed at the start."

A PERILOUS WINTER JOURNEY.

Dr. Jackson in his report gives an interesting and graphic account of the journey of two thousand miles made with reindeer teams in Alaska last winter. The account is not only intensely interesting, but highly instructive, showing, as it does, the difficulties and dangers of winter travel in inland Alaska. The journey was made by Mr. Kjellmann, accompanied by two Lapp assistants, and the main purpose was to demonstrate the feasibility of winter travel with reindeer. With seventeen reindeer and nine sleds the party left Teller Station, Port Clarence, on the afternoon of December 10, 1896, with the mercury 15 degrees below zero. The course, which was travelled by compass, was a zigzag one, in order better to determine the extent and abundance of moss pasturage.

Dr. Jackson says: "Scaling high mountain ranges, shooting down precipitous declivities with tobogganing speed, plodding through valleys filled with deeply drifted snow, laboriously cutting a way through the man-high underbrush of the forest or steering across the trackless tundra never before trodden by the foot of white man, gliding over the hard-crusted snow or wading through slush two feet deep on imperfectly frozen rivers unknown to geographers, were the experiences of the trip. The second day of the journey, with the temperature 43 degrees below zero, and over a rough, broken and pathless country, they made a distance of sixty miles."

Norton Sound was crossed on the ice. Continuing his account, Dr. Jackson says: "On the afternoon of January 11 and morning of the 12th, eighty-five miles were made in twelve hours. The native guides at St. Michaels being afraid to undertake a winter trip across the country to Ikogmute, the Russian mission, on the Yukon River, and affirming that it could not be done, Mr. Kjellmann started on January 11 without them, travelling by compass. On the 23d, while crossing a barren mountain range, they were overtaken by that dread spectre, a Russian 'poorga.' Neither man nor beast could stand against the blast. The reindeer were blown down and the loaded sleds overturned. The men, throwing themselves flat, clung to one another and to mother earth to keep from being blown away. Stones and pieces of crushed ice flew by, darkening the air. A lull coming toward evening, with great difficulty a little coffee was made, after which the storm broke with renewed fury during the night, which to the travellers clinging to the earth with desperation seemed endless. The following day a belt of timber was reached and rest and safety secured. January 25 and 26 found them cutting a way for the deer and sleds through a dense forest, from which they finally emerged to wade through snow and water two feet deep, and the temperature, at zero.

"On the 31st they encountered a succession of

OFF FOR A NEW GOLDFIELD.

IT IS ON A TRIBUTARY OF THE STICKEEN RIVER AND IS, OF COURSE, SAID TO BE RICHER THAN THE KLONDIKE.

Los Angeles, Cal., Dec. 22.—J. E. Perrins, until recently president of the New-England Whip Company, started from this city yesterday with a party of fifteen for a new goldfield in the Northwest Territory. The new diggings are said to extend over fifteen miles along a tributary of the Stickeen River and to be richer (as usual) than the Klondike country. In one of his letters to people here concerning his discovery, Dawson, after whom Dawson City was named, states that the region gives every indication of abundance of gold, but that it is even more inaccessible than the Klondike, there being but one way to get in, and that extremely dangerous. The winters are more severe than on the Yukon and of longer duration. The nearest trading post or point of communication

with the outside world is several hundred miles distant.

Those who started this morning have been quietly preparing for the trip for several months, keeping everything secret, because they wished to get in before any excitement caused a rush. The party will leave San Francisco to-morrow for Victoria, B. C. By steamer from there they will get to Fort Wrangle, and thence overland by the Stickeen River to their objective point.

Their information regarding the new country has come direct from Messrs. Ogilvie and Dawson, Canadian officials, who a year ago made a survey of parts of the Northwest Territory. Acting upon instructions from these men, Mr. Perrins had limited his party to sixteen. Ogilvie and Dawson will join the party at Victoria.

New York Tribune 1897
A \$6,000 EXHIBIT FROM BONANZA CREEK.

St. Paul, Dec. 22.—The general passenger department of the Great Northern Railway has received a consignment of gold dust and nuggets from the Seattle Chamber of Commerce, the total weight being twenty-seven pounds, eleven ounces, and the value \$6,365. The precious stuff ranges from a nugget of one pound six ounces down to grains of pinhead size, and comes from Bonanza Creek, in the Klondike district, and Minook Creek, in the Tanana district. The gold will be displayed here for a few days, and then go East to the general agencies of the road for exhibition. It is the largest quantity of the yellow metal from Alaska yet handled outside of the banks and mints.

DAWSON CITY'S FOOD PANIC.

A PLACE WHERE ONLY GOLD IS CHEAP.

MONEY EASILY GOT AND LAVISHLY SPENT—A

SCARCITY IN THE CANDLE MARKET.

Dawson City correspondence Chicago Record.

Starvation!

This is the menacing spectre that rises in the dreams of every Klondiker.

The first impression I had of it was three weeks ago. We had run Five Finger Rapids, and were hardly out of the merry rush of waters when we heard a shout from the hillside. Two men were running down the comb of a hogback toward the river signalling us to stop. They looked like Indians, but proved to be white men, although clothing and skin were smoked to the same dull tint.

"Would you men put us across the river?" called one.

"Oh, yes. Have you been wrecked?"

"No. We are going out, and this is where the Dalton trail crosses the river." They were the advance guard of returning Klondikers—the beginning of the wave that has probably not yet reached its greatest height.

"There's nothing to eat at Dawson City," said one. "Steamers are all held back by low water and we are only the beginning. Hundreds more are coming."

Each had a small pack on his back, which I afterward learned consisted of one blanket and about twenty pounds of provisions to the man. Ice was forming along the edges of the river, the air was filled with flying snow, and from somewhere out of sight above came the continual honking of wild geese and sandhill cranes.

PREFERRED FOOD TO GOLD.

We put the refugees across the river and stopped for the night. A half-hour after we camped four more Klondikers came, pulling a boat up the bank. They also expected to leave the river at this point and go out over the Dalton trail. One of them said he had a claim on Bonanza Creek and could to a certainty take out during the winter from \$5,000 to \$10,000, but that he could not buy a pound of food. He expects to return in the early spring.

"The only thing that is not in good demand in Dawson City," he said, "is gold. A dollar isn't good for anything, but a good supply of flour would buy a gold mine."

Near Five Finger Rapids was a herd of forty cattle, which the owners were preparing to butcher. The meat was then selling to incoming Klondikers at 50 cents a pound. Fifty miles further down the river we found two more herds, aggregating 130 head, which were also being slaughtered. At this point the price of beef had

risen to 75 cents a pound by the carcass. Six miles further on, was a herd of 600 sheep, also being killed at the rate of 50 a day, and the mutton was worth 75 cents a pound. This live stock had all been landed at Pyramid Harbor, at the mouth of the Chilkat River, and had then been driven across the pass of the same name, touching at Jack Dalton's trading post on Alek River. This trail follows closely the 141st meridian, which is the boundary line between Alaska and Northwest Territory. There was good grazing for the stock the whole distance, and the time consumed in making the trip from salt water to Fort Selkirk was five or six weeks. But four head of stock were lost. The sheep will bring to their owners about \$50 a head and the cattle will yield about \$500 each, for we found on arriving at Dawson City that fresh meat had advanced to somewhat above \$1.25 a pound as it was sold from the block.

WALK BACK TO SALT WATER.

Along the intervening nearly two hundred miles of river between Fort Selkirk and Dawson City we met every day men, generally three or four together, walking along shore and pulling a small boat. The up-river boats, by the way, are of an entirely different kind from those used in descending. A canoe of Peterboro shape, or an Indian dug-out is best adapted for the former purpose.

So several times every day men shouted from the shore:

"Better go back till spring. If you haven't any provisions you will starve, and if you have anything they will take it away from you."

It was not a cheerful outlook, and I confess that several times since my arrival here the seriousness of the situation has been impressed upon me. Of some things there is plenty. Sugar is only worth 30 cents a pound, and any one can buy it at the Alaska Commercial Company's post; but no other staple food can be had at either of the two principal stores of the place. Two dollars a pound is offered for flour, and there are no sellers. Of course, cornmeal or any other grain product would be just as acceptable, but it cannot be obtained. The wise advice that might be given by outsiders to live on canned goods, pilot-bread, crackers or pie could not be considered, as none can be had.

GOLD CREATES LITTLE INTEREST.

The people of Dawson City could not be called an excited, gold-mad crowd. They seem to have forgotten all about the value of gold as they used to know it. They talk of claims that yield a fabulous amount a day to the man in an apathetic, almost disgusted way. There are many such mines, but the keen edge is all worn off of the excitement of getting the gold. Men go about it with no more spirit than they would engage to move so much worthless gravel at so much a day. Of what good is the gold, any way, if it will not buy anything? The barber who accepts your \$1.50 for a not very elaborate service, appears to wish that the crowd of waiting customers would go away. The restaurant people mostly quit business yesterday. One remaining has raised the price to \$2.50 a meal, but is giving his patrons notice that he cannot feed them any longer. There are two or three large log buildings with hotel signs in front. If you apply there for entertainment you may get lodging at the rate of \$2 a night if you furnish your own blankets, but you can get nothing to eat.

People spend money royally. Even the newcomers, who have made their dollars only by days of hard work, turn them loose, apparently without regret. The anxiety only is to buy. It is comparable only to that time during the Rebellion when the people lost all faith in the Confederate money. The men of Dawson City value gold only as it will buy stuff to eat and wear at the present time, and they clamor to buy the few articles that are offered for sale in the stores. They buy wearing apparel for which they have no use, and all sorts of old remnants of stale articles of food.

FABULOUS PRICE OF CANDLES.

An unconsidered thing that has suddenly risen to a fabulous price is candles. Five hundred dollars has been offered for four boxes—somewhat more than \$1 apiece for the candles. The lack of this one article will seriously interfere with mining operations the coming winter, as very little mining can be done without light, most of the work being drifting from the bottoms of the shafts. Coal oil has never been used in underground work here, but will be substituted for candles to some extent, although the supply of that is very limited. Many claims, where owners neglected to order their goods early, cannot be worked at all, and the lack of supplies will greatly lessen the output for the winter. Some men conceived the idea of buying up all the tallow that could be obtained in the camp, under the pretence that it was for dog feed, and now they will convert it into candles worth several dollars a pound.

The first slush ice has begun running in the river. From the mouth of the Klondike is discharged masses that go whirling away down the Yukon. This ice is so soft as yet that a small boat cuts through it without much difficulty; but with every succeeding day it will become harder. It was something of a surprise on reaching Dawson City to learn that the weather already touches zero at early morning, but even at that it is the pleasantest time of the year on the Yukon. Men go about their work without the slightest inconvenience from cold. The air is very dry, and for the first time since last spring the trails are in excellent condition. There is something in the climate or the diet one takes to, or both, that fortifies one against cold. The blood comes to the surface, as is shown by a little scratch on the hand that requires bandaging to stop the bleeding. Two-thirds of the men in Dawson City are living in tents, and many of them will continue to do so the winter through. Here is a man starting up into the mountains on a four-day's moose hunt with only a single pair of blankets to wrap himself in at night.

"I'd never pack them blankets on a trip of that

driving, blinding snowstorms while crossing the tundra south of the Yukon Delta, being reduced to such straits that they were compelled to cut the railing from their sleds for fuel. On February 5 the storm passed away, leaving the temperature at 73 degrees below zero, causing even the reindeer to break loose from their tethers and tramp ceaselessly around the tents for warmth. Notwithstanding the severe cold, the journey was continued, and at 2 o'clock in the afternoon they found shelter and a warm welcome from the Moravian missionaries at Bethel. On March 10, between the Kuskowin and Yukon rivers, a lake fifteen miles wide was crossed.

FACING DEATH BY STARVATION.

"The struggle for life began, however, on the 11th, when they reached the Yukon country and, contrary to information, found no moss for the deer. A push was made up the Yukon, to reach, if possible, the Episcopal mission at Auvik. There being no food, the march was kept up all night, ploughing their way through loose snow two to four feet deep, and on through the 12th, with the snow falling fast. That afternoon two of the deer fell dead and were left with their sleds where they fell, while the journey continued uninterrupted through the blinding snow the second night. On the 13th two more deer dropped dead and were abandoned, as the party with desperate energy pushed ahead day and night for food and life. On the 14th another deer fell in his traces. That evening a native hut was reached, and the continuous march of four days and three nights without sleep or rest and without food for the deer was over. Trees were cut down by the Lapps that the deer might browse on the black moss that hung from them, while Mr. Kjellmann, suffering with a high fever, was put to bed by the medicine woman and dosed with tea made from some medicinal bark. On the 17th one of the Lapps who had been scouring the country reported moss upon a mountain sixty miles away. The deer were unharnessed and driven to the distant pasturage, while Mr. Kjellmann continued his journey to Auvik. In the hospitable home of Mr. Chapman he was nursed back to health and strength.

"The return journey to Teller Station was made without any special adventure, except on April 16, getting into a crack in the ice while crossing Norton Sound, and soaking the load with salt water. On April 24 Teller Station was safely reached, after a trip of two thousand miles, the longest one ever recorded in any land made by the same reindeer.

"The result of this trial trip has convinced missionaries, miners, traders and others in Northern and Central Alaska that domestic reindeer can do for them what they have been doing for centuries in Lapland; that when introduced in sufficient numbers they will supplant dogs, both for travelling and freighting, furnish a rapid means of communication between widely separated communities, and render possible the full and profitable development of the mineral resources."

RAILWAY TO LAKE TESLIN.

Rights Given a Company by the Canadian Government.

Information has unofficially reached the Treasury Department from a trustworthy source, that the Canadian government has given the right to a company to build a railroad from Glenora, on the Stikene river, to Lake Teslin, a distance of 130 miles into the outskirts of the Yukon country. The most important concession, however, is that the Canadian government has guaranteed that it will not allow any other railroad to enter Canadian territory for a period of five years, thus shutting out competition which might be started by Americans.

There has been a prospect of the building of a railroad by Americans from Dyea or Skaguay, which are only six miles apart, into Canadian territory, touching one of the trails to the Yukon country. To be a success the road would have to enter Canada for some distance. Under the provision made with the railroad company Canada would not permit this.

The road to be built to Lake Teslin will convey passengers from there up the Teslin river by boat to the gold fields, shortening the journey considerably. Glenora is about 100 miles from the American border, and is easily reached.

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VIEWS OF YUKON VALLEY

Resources, Temperature and Other Conditions
in the Gold Country.

Mr. George W. Greenup Details His
Experiences While Visiting That
Section Last Summer.

Mr. Geo. W. Greenup, who is in Washington for a brief season, had this to say to a Star reporter of his observations in Alaska during a recent visit there:

"Early last summer I became imbued with an earnest desire to see for myself our Russian purchase, that I might the better judge of its resources, availability, temperature, and the means of access to the gold fields. I started from Louisville alone, supplying myself with about six hundred pounds of clothing, blankets, etc. My first stop was Seattle, Washington, where a large number of gold hunters make up their outfits. At Seattle I got together about two tons of provisions, flour, sugar, coffee and the like. I also had to lay in some extra mackinac clothing, blankets and Indian muk-luks for the cold and wet region into which I was going, for there it rains or snows nearly all the time. I went by steamer from Seattle to Dyea. On the way we stopped at Victoria, Nanaimo, Wrangell, Juneau and other points. I went ashore at Wrangell and investigated the trail for that route. I do not consider it a feasible way to get to the upper Yukon in winter time. I also went out part way on the Dalton trail at Pyramid Harbor, and from the outlook I think it will do for a summer trip only. I do not believe it ought to be considered when a winter road is wanted.

"I got to Dyea August 15. It was a city of one house, Healey's store and two tents. There were just two white people there. I made the third. At Dyea the trouble begins; mud from one to three feet deep and continued fog or rain. We were towed from the steamer to the head of Lynn canal on a scow. From there we went by short stages to the foot of the Chilcoot pass. When I say there were just three of us at Dyea, of course, you must understand that there were many coming and going on the trail all the time.

Each Carries His Own.

"Each man took out from Dyea what he could carry of his outfit, and conveyed it to some convenient place five to seven miles beyond. There he laid it down and covered it up so as to protect it from the weather as well as he could. Then he doubled back on his trail and took out another load. This process was repeated as often as necessary to get the whole outfit to the first stopping place out from Dyea. Then the process was repeated until the foot of the pass was reached.

"On this trip from Dyea to the pass I met Major Walsh, governor of the Northwest territory under the Canadian government, and from him I learned a great deal of the operations of the Canadian government in that section. He, of course, had no authority at Dyea, as it is on American soil. Everything is protected there by the same law that moves the vigilance committee in any new country. Any wrong-doer is summarily dealt with; hence our goods were safe piled along the trail. Every group of men is a law unto itself, and thieving and crime are generally suppressed with a strong hand. The quickest man with the trigger carries the day, but there are usually in such a country enough right-minded men ready with guns, for self-interest, if for no other reason, to keep things straight. But Major Walsh had a company of soldiers with him, and the Canadian government was on hand with sufficient force to preserve order as soon as we crossed into their territory.

"There was a notable difference between the tardiness with which our government appeared on the grounds on the way to the gold diggings and the promptness of the

British in having the blue and the gray of the Canadian army at its post of duty in the new country. I saw no official of the United States government at all on my way out after leaving Fort Wrangell. Major Walsh was going over the Chilcoot as I went, and I was treated as kindly by him as if I had been of his own people. I took dinner with him at Sheep Camp, just this side of Chilcoot. It was not exactly such a function as you mean by a dinner here in Washington; no official etiquette to bother anybody. But we had enough to eat and a jolly time of it in spite of the difficulties of our situation."

The Crucial Point.

"How did you get over the pass?" asked the reporter.

"That, of course, was the crucial point of the trip. No one can appreciate that pass without seeing it. No animal can carry a load across it, at least none except a nan. We hired Indians to take our provisions over and paid them \$15 a day. Major Walsh paid 50 cents a pound, and one big Indian made \$50 one day working for him. Chilcoot canon is seven and a half miles long, and where the trail threads along the mountain's side it is about 2,000 feet from the bottom and 5,000 feet from the top of the canon, suspended in mid-air as it were on a wall of solid masonry one and one-quarter miles in height. On the way over the pass I met with an accident which will make me remember it as long as I live. I fell down the slope nearly 200 feet into the edge of Crater lake with a seventy-pound pack on my back. A big rock in the rim of the lake caught me with a rough bump or I shouldn't be here today. My Indians, who were packing goods over with me at the time I fell, came down as quickly as they could and carried me on to a place of safety. Major Walsh's men heard of the accident and conveyed me to his tent at Lake Linderman. I was pretty badly bruised up with the fall, but in a few days was able to be about again.

"At Lake Linderman we had to camp for a week to build a boat for the sail down the Yukon. As this is an extremely hazardous trip the boat must be built out of heavy lumber, which the tourist must saw out himself. A boat twenty feet long is the usual size. With the boat finished and packed we—my Indian, Stick Charley, and myself—rowed through the lakes and then started down the river, which has an average width there of about one mile. In some places the shores are precipitous, while in others they gradually recede, and are heavily covered with pine, spruce and other northern varieties of timber. Besides the timber, however, there is no vegetation whatever, except the reindeer moss, which in places is matted to the depth of two feet. The ground never thaws out and nothing of an agricultural nature is raised, the natives living upon fish and game. The traveler must keep his almanac with him, for nobody there knows the day of the week or month, or much else about time except the time of year. It must have been somewhere about the middle of September when I reached Selkirk.

"Ninety-five per cent of the fortune hunters going into that country are Americans. Many of them are sturdy and honest. Some are air-castle builders, and others are of the gambling and criminal classes. Many have gone into the interior wholly unprepared for the hardships found there, and by exposure and excesses have contracted rheumatism, bronchitis and other diseases; hence the untold suffering that was to be observed."

Use of Steam Sled.

"Will the steam sled be practicable on the Yukon?" the reporter inquired.

"It certainly cannot be utilized, for the reason that frequent rough places occur in the ice, on account of the rapids, and for the further reason that the Yukon freezes solid to the bottom and bulges up in many places as large and as high as one of your government buildings. If transportation can be secured for inland Alaska, in my opinion it will prove rich and of great value to our government in gold, copper and other minerals, furs, timber, and fish, but no agricultural development can ever be accomplished. Along the coast, however, vegetation and small crops grow, and the temperature is as mild as in Washington. In November men were working at Dyea, at midnight, in their shirt sleeves."

"Do you think the tramway over Chilcoot pass will be completed?" asked the reporter.

"Yes; I am quite sure of it. There are two tramway companies now at work. When I left there the spikes were nearly all set in the mountainside, ready for the brackets upon which the wire cables will

be strung for the baskets. The system is similar to a cash railway in a business house. Baskets holding 500 to 600 pounds of freight will be suspended from this cable by a crane running on trolley wheels, and

will be propelled by electricity. When this is completed the packers will be out of a job."

"What is your plan of relief, Mr. Greenup, for those sufferers beyond the pass?" asked the reporter.

"You will pardon me, but I do not wish to be interviewed upon that subject. I have a plan that I think practicable, and expect while here to meet the government official in charge of that matter and submit it to them. I will state, however, that I do not think it possible to haul provisions into the Yukon country."

Star 1898
WEDNESDAY, FEBRUARY 9,

CAPT. RAY'S FINE NERVE.

Faced the Mob From Dawson and Overawed It.

E. Hazard Wells, the special courier who brought out Captain Ray's dispatches from the Yukon, has reached Washington. In an interview, he said:

"I cannot properly say anything as to Captain Ray's report, but I can say that I left him in a rather critical position, and the sooner the government gets support in to him the better. Captain Ray had only one man with him, Lieutenant Richardson. They reached Fort Yukon somewhat ahead of a mob of between eighty and 100 of the toughest men that could be picked out of Dawson, and when I left the captain he was standing off this mob from the provision caches largely by virtue of a small American flag and his own magnificent nerve. When the food panic struck Dawson this mob of toughs left for Fort Yukon, knowing that the Wear company and the Alaska Commercial Company each had a cache of provisions there. The Dawson men intended to appropriate these supplies and let the rest of the camp shift for itself. Captain Ray learned of this and he posted himself at one cache, while Lieutenant Richardson guarded the other. They were in uniform and had each of them a small American flag. The mob tackled the captain first and ordered him to give up. He refused, and for a time it looked as though there would be shooting, but between his uniform and the flag the mob was overawed. Ray then established himself as a sort of military dictator, superintended the sale and distribution of provisions, and will make an accounting to the companies when it is all over. When I left he had the support of about sixty of the decent element, and there are about 600 of the better element there also, but a few bad men in a place of that sort can usually make trouble and run things if they get started."

"As to provisions, the people will need the government relief by the time it reaches them, but there is no reason it should not get in all right. I came out by the White Pass and the road is good, though the Dyea trail has recently been buried by a big snow slide."

"One thing cannot be too strongly impressed on those who contemplate joining the spring rush. Major Walsh, the Canadian commissioner, will allow no man in over Canadian soil who does not bring 1,000 pounds of provisions. To start without that will be to be turned back."

"As to the reported trouble with Canadian collectors on American soil between Lake Linderman and Lake Bennett, I do not believe it. The Canadians were collecting at Tagish, where I came out, but that is in unquestioned British territory. They seem to be a very decent class of officials and not inclined to make trouble."

"The rush next year, so far as one can judge, is going to be on the Tanana river, in the heart of Alaska, southwest of the Klondike, and in American territory. There is where the most of the 100,000 new comers will strike. The transportation companies cannot get provisions enough in for all that crowd, and the government probably will have to help them again next winter."

SHOULD SEIZE THE OPPORTUNITY.

Special R. Service

HELP FOR ALASKAN MINERS

SECRETARY ALGER URGING ON THE RELIEF EXPEDITIONS.

DR. SHELDON JACKSON GOING TO LAPLAND FOR REINDEER—HE DISCUSSES THE TRANSPORTATION PROBLEM—ARRANGEMENTS FOR PURCHASING FOOD—THRILLING STORY OF A WINTER JOURNEY.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Dec. 22.—Despite the fact that he is confined to his house by a severe cold, Secretary Alger's interest and activity for the relief of the suffering miners and prospectors in Alaska are increasing, and every suggestion to hasten forward the means of relief is carefully considered. The activity and interest of the head of the War Department are naturally shared by all the officers of the Army, who have been, or are likely to be called on for service in this emergency, and they are showing as much energy and zeal as they could display on the eve of an important military campaign in the field. Everybody concerned appears to realize that the inhospitable forces of Nature, which must be encountered and overcome before relief can be given, are even more formidable than any which a human foe could interpose to thwart and prevent the advance of an army. To get supplies into the Yukon country before the opening of inland navigation is justly regarded as the most difficult problem of all.

Secretary Alger seems to have become thoroughly convinced that the means of transportation on which greatest reliance can be placed are reindeer, and he has commissioned the Rev. Dr. Sheldon Jackson, who has been for many years and still is the general agent of education for Alaska, under the Bureau of Education, as a special agent of the War Department, to proceed immediately to Lapland and procure six hundred broken and trained reindeer and secure the services of a sufficient number of experienced Lapp teamsters to handle and drive them. For this service sixty teamsters will be required. Dr. Jackson is splendidly equipped for the service required of him. It was due to his efforts that reindeer were introduced into Alaska several years ago, and he knows what they can do in that country. He is a militant Christian and as full of zeal and energy as he is of practical ideas. First Lieutenant D. D. Devore, Military Aid to Secretary Alger, will accompany Dr. Jackson.

The Secretary also held a long conference with Captain D. C. Brainard, who started for Chicago to-night on his way to Vancouver Barracks with full power to purchase all necessary food for the expedition. Captain Brainard will go to Dawson City and act as chief commissary of subsistence. Secretary Alger also ordered the pack train of the Department of the Platte shipped at once to Vancouver Barracks, and these mules will be used on the Alaskan trails to see if they do not surpass reindeer for heavy travelling. General Merriam gratified the War Department officials to-day by telegraphing that Major L. H. Rucker, 4th Cavalry, had already started under orders to reconnoitre the passes and trails near Dyea. Advertisements for concentrated food and other supplies will probably be issued by the Department to-morrow.

DR. JACKSON TALKS OF HIS TRIP.

Dr. Jackson will leave Washington to-morrow night, sail from New-York on Saturday, and waste no time in reaching the objective point of his journey. "It will not be an altogether

pleasant excursion," he remarked to a Tribune correspondent to-day, "to go to Lapland and three degrees above the Arctic Circle in mid-winter, but I hope to make the trip a successful one." In Lapland Dr. Jackson will have the assistance and co-operation of William A. Kjellmann, a native of that country, who has been for several years superintendent of the Government reindeer station in Alaska, and who was sent to Lapland some time ago to induce a colony of his countrymen to settle in Alaska. He has recently been instructed to ascertain where and how many reindeer could be obtained in case it should be decided to send for them. Dr. Jackson hopes that the required number will be obtained and landed in this country by the middle of February, together with a sufficient number of trained and experienced Lapps to handle and drive them. They will be brought to New-York and shipped across the continent by rail as the most expeditious way to get them where they are needed.

In his annual report, which was transmitted to the Secretary of the Interior on Thursday, Dr. Jackson discusses the subject of Alaskan inland transportation and communication exhaustively and in a most interesting manner. Under the head of "reindeer freighting" he says in part: "The first thought of the miner in Central Alaska is to secure a good claim; his next thought is the question of food supply. With the exception of fish, a little wild game and a limited quantity of garden vegetables, there is no food in the country. All breadstuffs, vegetables, fruits and the larger portion of the meat must be brought into the country from the outside. A small quantity of provisions is packed on sleds and on men's shoulders and brought over the passes of the Chilkat country in southeastern Alaska, to the headwaters of the Yukon. The great bulk of the food supply, however, is brought in on steamers plying on the Yukon River. These provisions are necessarily left in warehouses on the banks of the great river. But the miners, who are the consumers, need them at their claims, which are from ten to one hundred miles away from the river.

DIFFICULTIES OF TRANSPORTATION.

"Now, it should be remembered that there are no roads in Alaska as they exist in other portions of the United States. And, with the almost illimitable areas of bog and swamp and tundra and frozen subsoil, it will be impossible to make and maintain roads except at a cost which would be practically prohibitive. In summer the supplies are loaded into small boats, which are poled up the small streams or packed on men's backs to the mines. In winter they are hauled on dog sleds. This costs heavily. From Circle City to the Birch Creek mines, a distance of about fifty miles, the freight is ten cents a pound in winter and 40 cents a pound in summer. From Dawson to the Klondike mines, a distance of fifteen miles, the freight last winter was eight cents a pound, and this summer 25 cents, or \$500 a ton. In addition to the expense, the carrying capacity is too limited. The load is from one hundred to one hundred and twenty-five pounds on a sled per dog, a portion of which is food for the dogs. If the route is a long one, without intervening sources of supply, they cannot carry more food than is sufficient for themselves. So far they have failed in supplying the mines with a sufficient stock of provisions.

"Last winter the steamer Bella was caught in the ice and frozen up at Fort Yukon, eighty miles distant from Circle City. An effort was made to forward the provisions with dog teams

on the ice, but it was a failure. The food could not be moved in sufficient quantities to supply the miners of the upper Yukon, and by spring at Dawson City flour ran up to over \$100 a barrel. A few horses have been brought into the country, but in the absence of roads, the scarcity

of food and the rigor of winter climate, have not proved a success. At Dawson, although the wages of a man and team are \$50 a day, not even at that does it pay with hay at \$125 to \$150 a ton (and not a pound was to be had when I was there in July even at these figures), and the horses were fed on bread made from flour ranging in price from \$100 to \$200 a barrel.

REINDEER THE ONLY SOLUTION.

"The only solution of the question of reasonable land transportation and rapid communication and travel between mining centres hundreds of miles apart in sub-Arctic Alaska is the introduction and utilization of domestic reindeer. Last winter a party of them hauling nine sleds made a day's journey with the temperature at 73 degrees below zero. On a long journey through an uninhabited country a dog team cannot haul sufficient provisions to feed themselves. A deer with two hundred pounds on the sled can travel up and down the mountains and over the plains, without a road or trail, from one end of Alaska to the other, living on the moss found in the country where he travels. In the four months' travel of 2,000 miles last winter the deer were turned out at night to find their own provision, except upon a stretch of the Yukon Valley below Auvik, a distance of forty miles.

"The great mining interests of Central Alaska cannot realize their fullest development until the domestic reindeer are introduced in sufficient numbers to do the work of supplying the miners with provisions and freight and giving the miner speedy communication with the outside world. It now takes from fifty to sixty days to carry the mail between Circle City and Juneau. With the establishment of relay stations at suitable distances the reindeer teams will carry the same mail in four or five days. The reindeer is equally important to the prospector. Prospecting at a distance from the base of supplies is now impossible. The prospector can go only as far as the one hundred pounds of provisions, blankets and tools will last him, and then he must return. With ten head of reindeer, packing one hundred pounds each, making half a ton of supplies, he can go for months, penetrating regions hundreds of miles distant, his deer grazing wherever night finds him. The possibilities are so great that in the days to come it will be a matter of surprise that the utilization of the deer was not vigorously pushed at the start."

A PERILOUS WINTER JOURNEY.

Dr. Jackson in his report gives an interesting and graphic account of the journey of two thousand miles made with reindeer teams in Alaska last winter. The account is not only intensely interesting, but highly instructive, showing, as it does, the difficulties and dangers of winter travel in inland Alaska. The journey was made by Mr. Kjellmann, accompanied by two Lapp assistants, and the main purpose was to demonstrate the feasibility of winter travel with reindeer. With seventeen reindeer and nine sleds the party left Teller Station, Port Clarence, on the afternoon of December 10, 1896, with the mercury 15 degrees below zero. The course, which was travelled by compass, was a zigzag one, in order better to determine the extent and abundance of moss pasturage.

Dr. Jackson says: "Scaling high mountain ranges, shooting down precipitous declivities with tobogganing speed, plodding through valleys filled with deeply drifted snow, laboriously cutting a way through the man-high underbrush of the forest or steering across the trackless tundra never before trodden by the foot of white man, gliding over the hard-crusted snow or wading through slush two feet deep on imperfectly frozen rivers unknown to geographers, were the experiences of the trip. The second day of the journey, with the temperature 43 degrees below zero, and over a rough, broken and pathless country, they made a distance of sixty miles."

Norton Sound was crossed on the ice. Continuing his account, Dr. Jackson says: "On the afternoon of January 11 and morning of the 12th, eighty-five miles were made in twelve hours. The native guides at St. Michaels being afraid to undertake a winter trip across the country to Ikogmute, the Russian mission, on the Yukon River, and affirming that it could not be done, Mr. Kjellmann started on January 19 without them, travelling by compass. On the 23d, while crossing a barren mountain range, they were overtaken by that dread spectre, a Russian 'poorga.' Neither man nor beast could

stand against the blast. The reindeer were blown down and the loaded sleds overturned. The men, throwing themselves flat, clung to one another and to mother earth to keep from being blown away. Stones and pieces of crushed ice flew by, darkening the air. A lull coming toward evening, with great difficulty a little coffee was made, after which the storm broke with renewed fury during the night, which to the travellers clinging to the earth with desperation seemed endless. The following day a belt of timber was reached and rest and safety secured. January 25 and 26 found them cutting a way for the deer and sleds through a dense forest, from which they finally emerged to wade through snow and water two feet deep, and the temperature at zero.

"On the 31st they encountered a succession of driving, blinding snowstorms while crossing the tundra south of the Yukon Delta, being reduced to such straits that they were compelled to cut the railing from their sleds for fuel. On February 5 the storm passed away, leaving the temperature at 73 degrees below zero, causing even the reindeer to break loose from their tethers and tramp ceaselessly around the tents for warmth. Notwithstanding the severe cold, the journey was continued, and at 2 o'clock in the afternoon they found shelter and a warm welcome from the Moravian missionaries at Bethel. On March 10, between the Kuskowin and Yukon rivers, a lake fifteen miles wide was crossed.

FACING DEATH BY STARVATION.

"The struggle for life began, however, on the 11th, when they reached the Yukon country and, contrary to information, found no moss for the deer. A push was made up the Yukon, to reach, if possible, the Episcopal mission at Auvik. There being no food, the march was kept up all night, ploughing their way through loose snow two to four feet deep, and on through the 12th, with the snow falling fast. That afternoon two of the deer fell dead and were left with their sleds where they fell, while the journey continued uninterrupted through the blinding snow the second night. On the 13th two more deer dropped dead and were abandoned, as the party with desperate energy pushed ahead day and night for food and life. On the 14th another deer fell in his traces. That evening a native hut was reached, and the continuous march of four days and three nights without sleep or rest and without food for the deer was over. Trees were cut down by the Lapps that the deer might browse on the black moss that hung from them, while Mr. Kjellmann, suffering with a high fever, was put to bed by the medicine woman and dosed with tea made from some medicinal bark. On the 17th one of the Lapps who had been scouring the country reported moss upon a mountain sixty miles away. The deer were unharnessed and driven to the distant pasturage, while Mr. Kjellmann continued his journey to Auvik. In the hospitable home of Mr. Chapman he was nursed back to health and strength.

"The return journey to Teller Station was made without any special adventure, except on April 16, getting into a crack in the ice while crossing Norton Sound, and soaking the load with salt water. On April 24 Teller Station was safely reached, after a trip of two thousand miles, the longest one ever recorded in any land made by the same reindeer.

"The result of this trial trip has convinced missionaries, miners, traders and others in Northern and Central Alaska that domestic reindeer can do for them what they have been doing for centuries in Lapland; that when introduced in sufficient numbers they will supplant dogs, both for travelling and freighting, furnish a rapid means of communication between widely separated communities, and render possible the full and profitable development of the mineral resources."

OFF FOR A NEW GOLDFIELD.

IT IS ON A TRIBUTARY OF THE STICKEEN RIVER AND IS, OF COURSE, SAID TO BE RICHER THAN THE KLONDIKE.

Los Angeles, Cal., Dec. 22.—J. E. Ferrins, until recently president of the New-England Whip Company, started from this city yesterday with a party of fifteen for a new goldfield in the Northwest Territory. The new diggings are said to extend over fifteen miles along a tributary of the Stickeen River and to be richer (as usual) than the Klondike country. In one of his letters to people here concerning his discovery, Dawson, after whom Dawson City was named, states that the region gives every indication of abundance of gold, but that it is even more inaccessible than the Klondike, there being but one way to get to it, and that extremely dangerous. The winters are more severe than on the Yukon and of longer duration. The nearest trading post or point of communication

CAPT. RAY'S REPORT

Conditions in the Alaska Mining Country.

AT CIRCLE CITY AND FORT YUKON

Suffering Along the River and the Trail.

PROPER OFFICIALS NEEDED

The War Department today made public the advices received from Capt. P. H. Ray of the 8th Infantry, who was sent to Alaska to report on conditions in the mining country. The reports embrace a period running from October 3 to November 3, and are dated from Circle City and Fort Yukon. They show a very serious state of affairs, that trouble is threatened at various places and that there is serious danger at some points of lack of food, owing in a large measure to the failure of the transportation companies to get in sufficient supplies. In a report dated Circle City, October 3, Capt. Ray recommends, should the department decide to establish a post on the upper river, that the mouth of Mission or American creek be chosen as the site, with a sub-post, if necessary, at Circle City. The best interests of the service, he says, require permanent garrisons to be located well away from mining towns, so that the troops, if required to act, will not be biased by local influence. On the food question he says:

"The question of food here is a very serious one, and the action of the M. A. T. and T. Company is causing much friction. I use my best endeavors to reconcile all differences peaceably and get all people who are without provisions down to Fort Yukon as soon as possible, where there is an abundance of food. I learn that while food is scarce in Dawson City, the miners in the outlying camps are fairly well supplied. The stores (two) are selling very conservatively. The eating houses are all closed save one. While I consider the situation critical, I do not believe there will be any great loss of life beyond that incident to a climate so rigorous as this. That there will be much suffering along the river and the trail owing to the rashness and ignorance of people unaccustomed to this climate, no well-informed person here will deny; but there is nothing that should cause undue anxiety or alarm among people in the states who have friends in this country. There are fabulous stories being circulated, and will be published, about the prices paid for food. I have verified instances where \$100 was paid for fifty pounds of flour, but such cases are rare, were outside deals and not the prevailing price."

Seized the Stores.

A report dated Circle City, October 6, deals with the subject of miners' meetings, several of which Captain Ray witnessed and noted their actions. The first occurred the night he landed at Circle City, when he found that a committee of miners had taken charge of the boat Dixon and were about to discharge her cargo. They stopped at his request to know what they were doing, and the chairman said they proposed to take so much of the provisions as they needed to supply their immediate wants; that the transportation companies had failed to land supplies during the past season, so that there was little or nothing in the storehouses, and, as there was no prospect of another steamer arriving this autumn, they considered their action justifiable to enable them to work their mines and save themselves from starvation. The chairman said they had appealed to agents of both companies and the only answer they could get was that no stores would be landed at Circle City.

Captain Ray spoke to them of the desperate condition of affairs at Dawson and urged them to take no more than necessary and let the balance go on. This they consented to do, and he then asked the agent of the company to open the company store-

house and check him all stores landed by the committee, no part of such stores to be removed without cash payment at the company's own price.

The second meeting was held the day after Captain Ray, who meanwhile had left Circle City, had returned, October 2. Great dissatisfaction was expressed at the failure of the master of the Weare to proceed to Fort Yukon, as fully fifty persons belonging in Dawson had come down as a volunteer crew at the request of Manager Healy to handle her for the round trip, so that they could obtain winter supplies. They aggressively demanded that the vessel should proceed, and as several had been drinking, there was much wild talk. Captain Ray adds:

Frozen Up at Circle City.

"As there were quite a number of people in town not in sympathy with violence that I could rely upon, I secured all the arms and ammunition I could and quietly prepared to defend the stores. The committee waited upon the master of the Weare, and he promised that he would get under way in the morning if possible. I inclose a copy of resolutions served upon him. The next morning the ice was solid around the steamer and she could not be moved. She must remain where she now lies for the winter. Provisions on the steamer were exhausted on the 3d, and the volunteer crew were ordered ashore without food or shelter. They appealed to me. I took them before the agent of the company, who, after hearing their case, admitted that the company was responsible; that he would furnish them shelter and food until such time as the river should become passable, and they could reach Fort Yukon. The whole matter has been much aggravated by the drunkenness and inefficiency of the master mariner of the Weare.

"Great injury will result to the commercial interests along this great highway if some radical steps are not taken to protect all persons from such interference with their legitimate business. At the same time, there should be some power to force common carriers to transport goods for any person offering. At the present time neither of the transportation companies will transport a pound of freight for other traders or private parties, forcing all people coming into the territory to be wholly dependent upon their stores for their supplies at their prices. A large majority of the people now here are peaceable and law-abiding, but in absence of any person in authority to appeal to for the settlement of the many differences that are constantly arising they are compelled to act outside of the law, and when influenced by passion, prejudice or liquor will commit acts that jeopardize great financial interests, and from which there can be no appeal.

Need of Officials.

"While here I am constantly being appealed to act where I have no authority. I can only act as an arbitrator or mediator in the cause of peace. The appeal continues to come to me to know when, if ever, the government is going to send in officials to enforce the law. Miners complain that they cannot perfect any title to their mines, owing to the absence of any land office. The departments are sending out commissions to commissioners, receivers and registers who cannot qualify for obvious reasons. The principal one is that there is not an official qualified to administer an oath within a thousand miles of this place. A commissioner is powerless, as he has no power to enforce his decisions.

"I am only surprised that matters are not worse. We are facing a fact, not a theory, as I believe it is the first time in the history of our government that it has been called upon to govern an outlying province where the issues are vital and important, both national and financial. For, if the transportation companies cannot be given protection along this river, they will be driven from the field and a route opened up through British North America to supply our own people in our own country."

Captain Ray, under date of Circle City, October 7, says that the transportation companies utterly failed to keep promises made to passengers, that of 810 people landed at St. Michael destined for Circle City and above, forty-two reached their destinations, the balance being stranded between Circle City and St. Michael or having returned to the states.

Transportation Companies at Fault.

"There has been," he adds, "less than 2,000 tons of freight, all told, delivered

above Fort Yukon, and there is now lying at that point 500 tons of provisions and liquor, cached by the steamers that could not get over the flats. This failure on the part of the transportation companies to put into the mining districts a sufficient supply of food has not only given a serious check to the mining interests and caused great suffering, but has destroyed all confidence among the people here in their ability to supply the demand by this route. The people here are now afraid that the failure of the river route for freight will cause the construction of a railroad through British North America to the Yukon river above the boundary, and that the mining districts of Alaska will be dependent for supplies on a route through a foreign country with all this means in the way of discrimination in favor of the British merchants. From what I have witnessed during the past two months I am fully satisfied that the failure to supply the upper country during the past season via the Yukon river is not due to any natural obstacles that cannot be overcome by boats suitably constructed for the river and manned by efficient men. The boats now in the service of both companies are without exception unsuited for the work on the upper river." * * * "I am also well satisfied that much more could be accomplished if the employees of the transportation companies devoted less time to personal traffic.

Gold Belt in Our Territory.

"From what I have learned from mine owners and prospectors I am fully satisfied that the greater part of the gold belt lies in our territory along the range known as the Upper Ramparts. That along the Tanannah, Manook creek, Birch creek and the head of Forty Mile there are diggings that will pay from \$10 to \$20 per day per man now lying idle, as they will not pay expenses at the present prices of food. I am satisfied that with adequate means of transportation and cheaper food this will develop into one of the greatest gold-producing regions in the world.

"A railroad from the head of Cook's Inlet or Prince William's sound to the mouth of the Tanannah, from which point supplies could be delivered by light-draught steamers along all the navigable tributaries of the Yukon, will secure to our people the commerce of this whole country. It would give a route to the open sea that could be operated all winter and act as a check to the Canadian route. At the request of the citizens here I most respectfully recommend that the government make a preliminary survey of the route named."

A report dated Fort Yukon, October 26, deals with Capt. Ray's trip from Circle City to Fort Yukon, he having left the former place on the 12th instant. It shows that he had been compelled several times to act as mediator between the miners and the master and crew of the Weare, the crowd threatening to seize the steamer and proceed to Fort Yukon, supplies being very short at Circle City, and the master of the Weare being afraid to proceed because of the ice. As a result of Capt. Ray's influence the company furnished three boats, with a capacity for sixty men and provisions for four days. The report says that, knowing the bitter feeling against the company, and fearing that the caches at Fort Yukon might be plundered by lawless characters from Dawson, who had passed down the river, he (Ray) two hours later embarked in a boat which had just arrived, containing eight miners on their way to Fort Yukon. The report then deals in detail with the dangers experienced on the trip owing to the ice freezing and forcing the party ashore. Some other boats were less fortunate and were caught in the pack and crushed.

Turbulence Checked.

The report shows that after a hazardous trip Fort Yukon was reached and that so far as known no lives were lost by any of the party. At Fort Yukon about 150 people were found gathered and there had been some threats of taking supplies by force. The report adds:

"Lieut. Richardson, we found, by prompt and decided action had checked all turbulence and by co-operating with the agents of both companies had arranged that all destitutes should be fed. Those willing to work were to be allowed to cut wood for the companies at \$5 per cord, and when they had earned sufficient money they should pay for their supplies. The sick and indigent should be fed without charge and the bills for such issues to come to me to be submitted for the action of Congress. This arrangement is now being carried out. I 'O. K.' all orders for issues which the government is to become re-

sponsible for and will submit the total amounts when the work is finished. Both agents have verbally asked me to take charge of the caches, which I have refused to do for cogent reasons. I shall not force an issue, but shall defend the caches from all violence and pillage, as they contain the only provisions this side of Dawson, upon which many hundred people are dependent for existence for the next seven months. Should it come to fixing the amount each shall receive, I may then be compelled to take charge, as I find there are many lawless and turbulent characters here.

False Representations.

"I have gone over the stock and manifests of both companies and find that both have exaggerated the amount on hand here. The people arriving here all agree in stating that the managers of both companies urged the people to come here, stating as an inducement that there was over 1,000 tons of provisions at this place, when in fact there is less than 300 tons, and that badly assorted for issue. With a ration of three pounds per day there can be fed at this place 900 people until the first of June, without tea or coffee. I may be placed in a position where I may be compelled to take possession of the caches to save them from pillage and to insure an equitable distribution. Whatever course I may be compelled to pursue, I trust that the President and Congress will sustain me in what I deem to be the only right course, situated as I am, in using my best endeavors to save American citizens from starvation and death."

Capt. Ray's Defense of the Cache.

Under date of Fort Yukon, November 1, he says that since his return matters have assumed a very serious aspect. The Alaska Commercial Company had a cache of 200 tons four miles above Fort Yukon and the N. A. T. and T. Company a cache at Fort Yukon. The Alaska company's agent reported to him a meeting as being held to further a movement to seize the company's cache. He adds:

"I went up at once with Mr. Richardson and soon after arriving there was waited upon by a committee from a miners' meeting, who stated their demands; that there were seventy-five of them; and they demanded they be furnished on credit with an 'outfit of provisions and clothing for nine months.' This Mr. Davis, the agent, declined to do. I explained to them that I would give orders on the stores for food to feed the destitute, but as the companies offered work at good wages the able-bodied should accept it, and those having money would be allowed to purchase a reasonable outfit of provisions for the balance of the year.

"I came away without getting any definite answer out of them, leaving Lieut. Richardson at the cache for the night. I received a note from him saying he believed they intended to attack the cache at 10 a.m. the next day. I at once issued a notice taking possession of the cache (copy inclosed), and had them posted that night on the door of the storehouse and in all the camps, and early next morning started from here with twenty-five men, volunteers. I could not arm them efficiently, being able to raise only five rifles and a few pistols, so I deemed it wise not to take anything but pistols concealed.

"Soon after starting word came to me that they had passed a resolution to arrest me should I attempt to go to the cache. When I arrived within one-half mile of the cache I was met by one man (Noblett), who stated the miners wished to have me come to their camp to talk over the situation, which I declined to do; he then came out in his true colors, and said they had determined to prevent my going forward by force, and at a signal from him twenty-two men, armed with rifles, came out of the timber and covered the party. Noblett said they had possession of the cache; as Lieut. Richardson was there, and I had not heard any firing, I knew his statement was false, and said so, at the same time starting on, and told them they might open the fight if they wished to.

"He then said that as conditions were changed by my seizure of the stores and they were loth to disturb governmental property that if I would wait a few moments he would consult with the committee and asked if I was still willing to feed the destitute. I stated my terms to feed the destitute, and so long as the companies would take wood they were to go to work at the rate of \$3 per cord, and if they could not get work they would be fed if possible until the river opened; that bona fide min-

ers could obtain outfits provided they went in the field at once.

"In a few moments he (Noblett) returned and said they accepted the terms, and I went on to the cache, where I found between thirty and forty men, who said they had nothing, and I caused all to be fed. I have hoisted the flag over the buildings and placed a guard.

"This is not a case of worthy destitute miners—it is premeditated robbery—and had they been able to get possession of either Lieut. Richardson or myself the cache would have been lost. A number of very desperate and lawless characters have been forced out of Dawson, Northwest territory. There are quite a number in the camp near the cache, and I learned today that they have been quietly securing arms ever since their arrival here, and mean mischief. I am securing all the arms and ammunition I can; shall move with caution and get matters in such shape as to hold the balance of power. I am compelled to take the responsibility to protect life and property and to save as many lives as possible in the emergency.

"I only hope the President and Congress will sustain my action and treat me with charity should I be found in error. I believe my experience confirms my opinion formed on my journey in here that some radical steps are necessary to give protection to life and property next summer with the opening of navigation.

"I am still of the opinion it should be a military government, with power to hunt to the death the lawless element."

E. Hazard Wells' Report.

Pursuant to instructions from the acting secretary of war, a special supplementary report has been prepared by Mr. E. Hazard Wells, who acted as agent for the War Department in bringing out Capt. Ray's dispatches. Mr. Wells has been in the Yukon country three times, has traversed interior Alaska in many directions and has a practical knowledge of the country that is possessed by few persons.

Mr. Wells declares his belief that reindeer can be used in transporting supplies of provisions over the Dalton trail, and that sufficient forage, in the form of lichens, etc., exists along that route. He mentions large areas of grass lands in various portions of the interior where good pasturage for cattle can be found and subsistence for horses.

Mr. Wells believes there is a serious shortage of supplies in Dawson, and that a general outbreak of scurvy is threatened.

In coming out over the Skaguay trail, Mr. Wells says that he met fully 10,000 persons who were preparing to enter the Yukon valley. The trail itself was in good condition.

GOLD DEPOSITS IN ALASKA.

They Are Claimed to Rival Those in the Northwest Territory.

E. Hazard Wells, who brought Capt. Ray's report from Alaska, says in his report, among other things:

"There are undoubtedly large deposits of gold in Alaska, rivaling those of the British Northwest Territory. I noticed excellent mineral indications upon the Tanana river and in other localities in 1890. I discovered a true fissure vein of quartz eight feet in diameter, with well-defined casing rocks, upon the upper Tanana. This quartz evidently contained metal. Specimens which I secured to take out to San Francisco for assay were subsequently lost in a river catastrophe. Numerous creeks entering the Upper Tanana revealed colors of gold in the sands. All of the gold-bearing streams of Alaska so far discovered, viz., Birch creek, Miller creek, Forty Mile creek, Sixty Mile creek and Seventy Mile creek, head in the vicinity of the Tanana river and flow away to the northeast. On the southwestern side and heading near the Tanana are the noted Copper and Sushitna rivers, the latter being the gold-bearing stream which recently came into prominence through the placer discoveries on Cook's Inlet. The Copper river is popularly supposed to be located in the heart of a mineral belt. It is a reasonable deduction that if all of the streams flowing away from the Tanana to the northeast and southwest bear gold the Tanana itself must cut through a gold-bearing country. This opinion is shared by nearly all of the old-time miners now located in Dawson. Recently excellent prospects were discovered upon an American creek, a tributary of the Yukon, in Alaska just below Forty Mile creek, Miller Creek, Birch creek and other streams within the boundaries of Alaska.

in the Yukon valley still offer inducements to placer miners. I do not believe that any better mining region will be discovered in Alaska than will be found in the great Tanana valley."

Further Mr. Wells says:

"To the westward of the Tanana rise gigantic chains of mountains, which will make prospecting toward the Kuskokwim and Sushitna rivers extremely difficult. From a good point of vantage upon a high mountain near the head of Copper river I obtained a bird's-eye view of the country to the westward and beheld Titanic masses of rock upheaved in much the same fashion as the Andes in South America. A range of very tall mountains parallels the Tanana on its westward side, joining at an acute angle with the high Alaskan range which sweeps across from the Tanana near Robertson river to the mouth of the Sushitna and beyond. To the westward of this V-shaped arrangement of the mountains lies the vast unexplored territory of the Kuskokwim. I have descended the Kuskokwim 800 miles to the seacoast and found it a broad, deep and somewhat sluggish stream flowing in from the unknown east. Indian reports state that the Kuskokwim heads within three days' overland march of the lower Tanana. A pass is reported to exist by which it can be reached from the Tanana. My observations on the lower Kuskokwim do not induce the belief that it flows out from a gold-bearing region, but it is possible, nevertheless, as its sluggish waters would hardly carry colors very far down stream."

DRIVEN FROM DAWSON

Scarcity of Food Compelled Hundreds to Flee.

LATE NEWS FROM THE KLONDIKE

Frostbitten Fugitives Forcing Their Way Over the Ice.

DESPERATE HARSHIPS

Written for The Evening Star.



THE FOLLOWING letter is the latest official report received from the Klondike country. It is from the pen of Mr. Frederick Coate Wade, the Canadian register of the Yukon provisional district, who, with Maj. F. M. Walsh, the Canadian commissioner of the district, is established in headquarters for the

winter at the junction of Big Salmon, on the Yukon river. His letter, bearing date January 1, 1898, brings the latest authentic account of the condition of affairs in Dawson City and the Klondike camps.

The latest reports from the districts so far received and published were dated November 2 and 3, 1897, from Capt. P. H. Ray, the United States army officer detailed by the United States government for service in the Klondike last fall. The following letter from Register Wade books up the situation two months later, and throws a flood of new light on the prospects of relieving the people in Dawson City and the Klondike camps before starvation overtakes them.

It is interesting to note that Mr. Wade's letter came through to civilization by the hand of a special courier, a delegate to the Canadian parliament at Ottawa. Sent out on New Year day from the heart of the Yukon country, in a camp completely shut off from the world of mails, telegraphs and railroads, with hundreds of miles of snow and ice-bound country between it and us,

it was, nevertheless, typewritten. The Canadian government representatives are snowed in for the winter, but they evidently have a good typewriting machine to help them while away their time and record their observations.

An Accurate Report.

Maj. Walsh, the commissioner of the Yukon district, writes a letter in which he vouches for the accuracy of the report made in Mr. Wade's letter. He says: "I believe both the statements it contains and the conclusions arrived at to be correct. It is the first reliable account I have seen of the winter habits of the Yukon, and should help in the solution of the problem—how best to relieve Dawson."

YUKON RIVER, Junction of Big Salmon, January 1, 1898. Scarcity of provisions is no new thing in the Yukon country. Not a year has elapsed since the commencement of placer mining there on a large scale without some suffering from shortage of supplies. The enormous influx of outsiders this year has so increased the demand for food that the famine is more widespread and acute than ever before.

The transportation difficulty is, of course, the main cause. Prospectors who seek to enter the interior by the Chilkoot or White Pass and water stretches, seldom carry more than sufficient outfit and supplies for their own use. The desire to reach the gold fields is paramount, and few that are met with on the trail go to Dawson to truck and trade. A man who is his own packer has all that he can do to get his outfit over the trail so as to reach Lake Bennett in time to go forward. If he buys pack horses and forage, the inroads on his capital are very considerable, and at Lake Bennett the horses, if they have survived the Skagway trail, are worthless.

The Canadian minister of the interior and Maj. Walsh, on their flying trip over the two passes in October last, bought horses and forage at Lake Bennett. To employ pack trains for the Skagway Pass, or to reach Sheep Camp on the Dyea trail, and then to pack from the latter point over the summit to Linderman, is quite beyond the means of the average man. This fall the charges for packing from the coast to Bennett ranged all the way from 38 to 60 cents per pound, and Bennett is only twenty-eight miles from the coast.

High Prices at Lake Bennett.

Prices are reasonable at Dyea and Skagway; at Bennett in October oats sold as high as \$50 a sack; flour, \$25 for a 50-pound bag; beef, 40 to 50 cents a pound; whip-sawed lumber, \$650 per 1,000 feet, and "you had to take your hat off" to get it at that. All this is due to the cost of transportation. The purchase of boats entails another heavy expenditure. Those that travel 600 miles to Dawson are never brought back. As new fleets leave Bennett nearly every day for months at a time, suitable timber is so scarce that \$650 per 1,000 is not an unreasonable price. A 20-foot boat, whip-sawed out of rough spruce, with pitched seams, that would cost \$10 or \$15 in eastern Canada, is worth \$200 at Lake Bennett. The ferryman on Lonk Lake bought a boat for \$300, made \$1,900 in fares in two weeks and resold it at the purchase price. It is easily seen why travelers to Dawson by the coast passes and water stretches content themselves with carrying their own outfits.

The only other means of access—I except the Teslin route and those through the interior from Edmonton and other points in the Canadian northwest, because they have not yet been brought into general use—are the Dalton trail, from Haines Mission on the seacoast, twenty-six miles west of Dyea, over the Chilkat Pass, and inward 350 miles to Fort Selkirk, thence to Dawson; and the ocean route to St. Michael, and by flatboat thence, eighty miles, to the northerly mouth of the Yukon, and eighteen to twenty days to Dawson.

The route discovered by Dalton seems to be a fair summer trail, but has not yet been used to any extent in the winter, owing to the great depth of snow. Cattle herders who left Haines Mission on August 2 reached Five Finger Rapids on September 11, and Dawson City about the middle of October. According to them wood and water are plentiful all along the trail, as well as an abundance of good feed for horses and cattle. Four herds of cattle, about 500 head in all, and 900 sheep were driven to Dawson over Dalton's trail last summer. For this reason fresh meat continues to be much more plentiful in the Klondike than flour and other staples that cannot be driven in on four legs, but have to be packed over the passes and carried in boats.

Three Months in the Year.

Hitherto nearly all the supplies for gen-

eral use have gone in by the ocean route to St. Michael, as this, though the longest, is the cheapest and easiest mode of access yet adopted. But the ice in Norton sound renders it unsafe for passage till July 1, and over the distance from St. Michael to the northerly mouth of the Yukon supplies have to be carried in flatboats, for which a calm sea is required. The first boat does not reach Dawson till late in July, as the river freezes over in September. This year the first arrived on July 27 and the last left on its return trip down to Circle City on October 1. As in previous years, many of the flatboats coming up stream were frozen in at various points. While travel is possible by the passes and water stretches from May 15 to November 1, or five months and a half, it is limited on the St. Michael route to two or at most three months, and is excessively precarious at that. Only two round trips can be made, and the second cannot be relied upon with any certainty.

As the present facilities for transporting supplies to the Yukon are inadequate under ordinary circumstances, it can easily be seen what effect the sudden influx of thousands of outsiders, in many cases poorly supplied and miserably equipped, would have upon the available food supply and other resources of the country. Many who went into the interior carried

no supplies at all, or just sufficient to take them to Dawson.

How Many Are in Dawson?

Just how many ill-supplied and poorly equipped people flocked into Dawson this year it is impossible to say. The trader at Fort Selkirk is reported to have counted 4,500 on the way down between May 15 and November 17, when the river closed. Even if this be reduced to 3,500, it can easily be seen that serious results must follow if all of these were not supplied with provisions to maintain them till next June. But when the steamers failed to reach Dawson with supplies for the miners already there the gravity of the situation at once became manifest.

Early in September the Canadian officials at Dawson City realized that immediate action must be taken to avert the threatened calamity and escape the horrors of starvation. About September 14 they issued this proclamation:

The undersigned, officials of the Canadian government, having carefully looked over the present distressing situation in regard to the supply of food for winter, find that the supply on hand is not sufficient to meet the wants of the people now in the district, and can see only one way out of the difficulty, and that is an immediate move down the river of all those who are unsupplied to Fort Yukon, where there is a large supply of provisions.

Within a few days the river will be closed, and the move must be made at once. It is absolutely hazardous to build hopes upon the arrival of other boats. It is almost impossible that any more food will come into this district. For those who have not laid in a winter's supply to remain here any longer is to court death from starvation, or, at least, a certainty of sickness from scurvy or other troubles. Starvation now stares every man in the face who is hoping and waiting for outside relief. A little effort will place them all in comfort safely at Fort Yukon or other points below where there are now large stocks of food.

THOMAS FAWCETT, Gold Commissioner.

CHARLES CONSTANTINE, Inspector N.W.M.P.

D. W. DAVIS, Officer of Customs.

Fortunately hundreds of small boats by which the gold regions had been reached over the water stretches lay stranded all along the shores at Dawson, and large crowds seized the chance to drop down the river to Circle City and Fort Yukon.

Welcoming the Steamer.

The outlook was bad, indeed, but to the surprise of every one, it turned out that the officials had been wrong in believing that the time had gone by when any boat could come in from the outside. On the 28th of September the steamer Weare hove in view. The sight was a glorious one. Her whistle was answered by the only saw mill in the district. The general impression was that two steamers had arrived. The drooping spirits of the people at once revived. Help and provisions had come at last. Excitement reached the highest limit and enthusiasm knew no bounds. Pistols were fired in the air; guns and rifles wakened the echoes; the local brass band—they will organize a gold one next year—exhausted the liveliest portion of its repertoire. The whole population swarmed to the shore to feast their eyes upon the masses of flour, bacon and other stores about to be unloaded. Unfortunately, the Weare contained but a small supply of provisions, and most of it was required to fill orders given months before. There was furniture and there were looking glasses in plenty, but little "grub."

On September 30 the Alaska Commercial

Company's steamer Bella came up the river, with even less supplies, but a good deal of whisky. Whisky and looking glasses afford but little consolation to a famine-stricken community. It was explained that the boats had been held up at Circle City by a desperate gang of miners armed with rifles, and the supplies stolen. The last restaurant then closed. The miners came back from the hills, but no food was obtainable. Thousands rushed madly about in search of a meal. Soon dismay and despair settled down upon Dawson City.

Free Passage to Circle City.

But the arrival of the steamers was not altogether without good results. On September 30 the following notice was posted:

Notice is hereby given that all persons who are not sufficiently provided with food for the coming winter will be taken out free of charge on the steamer Bella, which will leave tomorrow at noon. They should report at the "A. C." Company's store tomorrow morning at 8 o'clock, and sign an agreement as to their transportation. They are advised to take sufficient food with them to last them to Circle City, as no meals can be served on the steamer. Sufficient supplies can be obtained at Circle City to last to Fort Yukon.

The Canadian authorities have arranged with the A. C. Company to furnish free transportation. C. CONSTANTINE, Inspector N. W. M. P. Dawson, September 30, 1897.

The mounted police were stationed in the Alaska Commercial Company's store and furnished free transportation to all who desired it. They are said to have furnished supplies to some who were short of provisions. A few hundred people went down on the last boat and a large number on the Weare. The reports as to the total number of those who traveled in this way to Circle City and Fort Yukon are so conflicting that it is impossible to form an exact estimate. According to one informant 800 is the estimate made by Mr. Fawcett, the gold commissioner. Others on the way out give higher figures, while some think there were not more than 400. Since the Yukon became frozen the exodus has continued over the ice to Circle City and Fort Yukon.

The two boats that left St. Michael this autumn loaded with provisions for Dawson, and now frozen in at Fort Yukon, are relied upon to furnish supplies not only for those who are wintering there from Dawson, but for all who were caught in the ice there while vainly trying to reach the gold fields from St. Michael. Although Fort Yukon is only 380 miles from Dawson City, while the distance by way of the upper Yukon and the coast passes to Dyea is 575 miles at least, it is certain that any further exodus will be in this latter direction. The supplies at Fort Yukon are probably by no means excessive, for the population already there. Besides, the longer trip by way of Dyea leads back to civilization, where business can be transacted and plans formulated for another season's work at the mines, instead of into the arctic circle.

Already over 300 have passed Major Walsh's encampment on the Yukon at the mouth of the Big Salmon river, and almost an equal distance between Dawson City and Dyea. Many more are on the way out, probably several hundred. The burning last month of the Klondike Church, in which quantities of provisions were stored, and of a large portion of the business section of Dawson shortly afterward, must have reduced the food supply and may swell the exodus.

Still in the District.

But there must still be a large population in the Klondike district. Some of the most intelligent I have met on the way out believe that there are still 3,000 men on Eldorado and Bonanza, 2,000 in Dawson City and Lost Town and 1,000 on the outside creeks—a total population of 6,000 souls. If there are only 5,000, the army is a large one to feed. The prices already being paid for provisions—and this is only the beginning of the famine—reflect the general anxiety. In November last flour was selling at \$100 a half sack or \$2 a pound. Meals, when they could be procured, cost \$3.50 to \$4 each, and even then soup, boiled beef and bread often exhausted the menu. Candles sold at \$1 each in the city, and \$1.50 in the Eldorado mines. Hay brought \$250 a ton, and dog feed required for the teams of dogs coming out commanded from 75 cents to \$1 a pound.

The effect of the exodus is already apparent in a reduction of prices. Flour, on December 3, had fallen to \$1 a pound. Nearly every man who goes out has some supplies to sell, so that his departure means not only one man less to be rationed, but part rations for some one left behind. This is the prime fact to be remembered in solving the problem of how best to relieve Dawson. Should the exodus cease, the highest prices must again prevail. The fact that most individual surplus supplies are in the hands of the gambling and sporting element, who had ample time to take advantage of the situation while the

less fortunate miners were working their claims or prospecting in the hills, is not reassuring from a humanitarian point of view.

Terrors of the March.

The difficulties and hardships attending the 600-mile march from Dawson City to Dyea over frozen lakes and rivers in mid-winter cannot be realized without some explanation. It arises not in connection with the lakes, but from the rivers. Lakes Linderman, Bennett, Tagish and La Barge will no doubt present a smooth enough surface when frozen over. The moisture near the coast will cause a heavy snowfall, but that is but a trifling difficulty when trails have once been broken. Not so the condition of the rivers. The Yukon and Lewis rivers—they are really one and the same—constitute one great, sinuous and swift-running stream from the Thirty-Mile river at Lake La Barge to the shores of Dawson City. The current of Thirty-Mile river leaves Lake La Barge at five miles an hour for the first five miles, then quickens to seven miles for a distance of five miles, and

then runs at five miles to the Hootalinqua. The Hootalinqua itself is nearly 300 miles in length, and pours its waters into the Lewis at the rate of 2.88 miles an hour.

From its junction with the Hootalinqua the Lewis whirls along at five miles an hour for thirty-three miles, until the Big Salmon is reached. The latter river is about 230 miles in length. Thirty-six miles lower down comes the Little Salmon, a swift but smaller stream a hundred miles or so in length. Next in order, but this time from the west, the Nordenskiöld enters the Lewis. Below the Five-Finger rapids for some distance the main river travels at a rate of six miles an hour. At Fort Selkirk the Pelly enters with a five-mile current. Further down, White and Sixty-Mile rivers pour in from the west, and Stewart river from the east. The current of the Stewart is slack, but that of the White river is not less than eight miles an hour. The current of the Yukon then moderates to about five miles an hour. I might have pointed out that in the upper river the water dashes between the basaltic walls of Miles canon at 12½ miles an hour before converging at the White Horse rapids. The river portion of the trip from the coast to Dawson is swift enough to arouse the most sluggish temperament.

Hundreds of Miles of Ice.

But this very rapidity makes the river route a most difficult one for winter travel. The shore ice forming in the lakes with the first freeze up becomes detached and is whirled down stream in thousands of cakes of all sizes and shapes. The falling snow is caught in eddies and rolled into great disks of slush, which the first frost converts into hard and dangerous masses. When we passed the Tahkenna on November 5 it was pouring its apparently unlimited ribbon of ice into the Lewis. On the 9th we reached the Hootalinqua and found it discharging its hundreds of miles of ice cakes with considerable velocity. From this point the slush ice piled up so rapidly on the oars and so clogged the sides of the boats that further progress became very difficult. On the 11th we encountered the ice of the Little Salmon as well. The channel of the main river was now full of whirling ice cakes, the sides of the boats had been worn thin with the sharp surface ice of the lakes, and further progress became dangerous if not impossible.

On the 17th the ice began to jam at various points along the river, and ten miles below the Big Salmon John J. Freeman of Seattle was sucked under a jam and drowned. Several boats loaded with provisions disappeared at the same time. On the night of the 26th, in an hour's time, the water rose seven feet along the river, sweeping away all boats that had not been drawn high up on the bank. It was evident that the ice was jamming along the whole course of the Yukon. During the night the roar and din of the ice battle out on the dark river kept us awake in camp. Millions of tons of ice, hurled by the furious current, crashed and thundered against billions of tons lodged on the shoals or driven back by the ice below. All night this terrific war of nature's giants was carried on with mad fury, and next morning we beheld the trail over which the refugees fleeing from Dawson are compelled to drag their weary footsteps and loaded sleds!

Ice Jams Twenty Feet High.

I need not attempt to describe its appearance. For hundreds of miles the surface of the Lewis and Yukon rivers consists of the ice of lakes and rivers stood up on end. That is all I need say. At some points the jams are from ten to

twenty feet high, at some five feet and for a great deal of the distance from one to two feet. Over this those who make up the vanguard from Dawson had to make their way.

The first to pass the Little Salmon on their way out presented a pitiable appearance. They had left Dawson City on November 3 with a sled and 140 pounds of provisions to each man. When 165 miles out the sled had to be discarded and most of their blankets, clothes and shoes thrown away. They had then tramped 125 miles over the rough ice, packing on their backs all the provisions they could carry and a blanket each to save them from freezing. They had still to make 285 miles to Dyea in the same way, struggling and clambering over the ice during the day and sleeping out in the open air at night, the thermometer often at 60 degrees below zero, and nothing but a blanket each and a fire of spruce and poplar between them and death by freezing; one or more of the partners sleeping while a watcher remained up to heap wood upon the fire.

Suffering on the Trail.

Such has been the experience of many of those compelled by threatened starvation to "hit the trail." Charles McGonagle reached Little Salmon with a leg severely frozen, another man suffering from scurvy, another with an arm badly frozen, dozens of others with frost-bitten faces, hands and feet, and a poor fellow named Byrne lies now in a cabin near Five Finger Rapids with both legs amputated below the knees. This man hobbled twenty-five miles over the ice with no action in his legs from the ankles down and a portion of a frozen toe broken off, where a worn-out moccasin allowed it to come against the ice.

Many reached the Little Salmon almost destitute—one party of four with a half loaf of bread and two pounds of shank of dried meat between them. Fortunately, the government posts there and at Big Salmon and the people camped along the river have been able to give considerable relief and avert more serious diseases. The horrors of the march out from Dawson as they were experienced by many will be listened to with thrilling interest at many firesides for years to come. Broken-down constitutions will in some cases tell the tale, where no perceptible mark of suffering has yet appeared.

As over three hundred have already passed the half-way point, the condition of the trail has greatly improved. A few snow falls and stray clips from passing axes have had their effect. Paths over sloughs have been discovered, and long strips of dead water protected from the current by projecting points along the stream afford good traveling. With the falling of the water along the shores and caving in of the ice, new strips of water have come to the surface and been frozen over. The result is that many with dog teams are now coming out at twenty miles a day, carrying provisions for the trip, a tent, a small sheet-iron stove, and robes enough to travel in comparative comfort. Most fortunately, although in November degrees below zero was not uncommon, we have throughout December enjoyed such mild weather that travel over the trail is now much more easy to endure. Had the very cold weather of November continued, unquestionably many deaths from freezing would have occurred.

Spring Outlook in Dawson.

But while the movement from Dawson is becoming much more easy of accomplishment, it must not be imagined that it is possible to reach the diggings with any large quantity of provisions over this route. All that has yet been demonstrated is that a man or a party of men can carry enough provisions by dog sleigh to maintain the party and the dogs during the trip. Putting the rations for a man per day at three pounds and for a dog at two pounds, four men with four dogs to carry their outfits would require twenty pounds per day for thirty or forty days, or from 600 to 800 pounds in all, while a proper load over the roughest ice should not exceed 150 pounds, or 600 pounds for the four. Then the weight of the sleigh has to be taken into consideration as well as that of the stove, tent, bedding and clothing. This fact, taken in connection with what has been pointed out before, namely, that when one man comes out his own demand upon the general supply of provisions is removed, and the supplies he leaves behind will help to sustain another, affords the answer to the problem—"How best to relieve Dawson?"

There appears to be but one way, and that is by swelling the exodus as much as possible. When so many have joined the flight that those left behind will have sufficient provisions to last till the middle of July, when the first boats can be expected from St. Michael, the danger point will have been passed. At present too many are contenting themselves with a stock of provisions that will last till May.

WAYS TO THE YUKON

Eight Routes to the Gold Fields in the Klondike Region.

DUTIES TO BE PAID BY THE MINERS

New Regulations for the Prospectors.

MANY ARE EXPECTED

Mr. George H. Ham of Canada, who is thoroughly posted on the topography of the Northwest Territory and Alaska, in a talk with a Star reporter, gave a clear and detailed description of the different routes to the gold fields of the Upper Yukon.

"At present there are eight routes to the Klondike," he said. "The gold fields, it should be remembered, are in Canadian, not American territory; consequently, by whichever route you go from the United States, you are bound to cross the frontiers of Canada. On the other hand, one of the best of the Canadian routes, that via Wrangel and the Stikine, traverses American territory for a short distance, while all the American routes pass through American territory part of the way. It would have been a serious business for all concerned, therefore, had the two governments fallen out, instead of reaching an amicable agreement, about the bonding of goods and other matters.

Four Common Routes.

"First, there is the all-water route from ports on the North Pacific to St. Michael's in Bering sea, and thence up the Yukon river, forming a stretch of 4,700 miles of navigation. This route is practicable for about three months of the year, commencing in the beginning of July. It enters Canadian territory at the 141st meridian, the western boundary of the Canadian provisional district of Yukon.

Then there are three routes starting from the head of the Lynn canal in Alaskan waters, namely, the route by Skaguay and the White pass, that by Dyea and the Chilkoot pass, and the third by the Dalton trail, the last named traversing an undulating country for 350 miles from Pyramid harbor to Fort Selkirk, an abandoned Hudson's Bay Company post, at the confluence of the Lewes and Pelly rivers, which form the Yukon. It is 172 miles from Selkirk to Dawson City. The Skaguay and Dyea routes, which were used extensively last season, cross the coast range a few miles apart, and meet at Lake Bennett, about 35 miles inland. The route from Bennett is by lakes and rivers to Fort Selkirk, 500 miles away. These two routes run through a strip of disputed territory, but strike the Canadian custom house at Tagish lake, less than 50 miles beyond Lake Bennett. At Tagish there is a detachment of Canadian mounted police. Serious obstacles were encountered last year at the Chilkoot and White passes, but Americans are now constructing tramways through. At Lake Bennett saw mills have been erected, and prospectors and others can build or purchase boats to convey them to the Klondike.

"Persons going in by any of the four routes just described should take note of the fact that they will have to pay duty at the Canadian frontier on the goods they take in, if such goods have been purchased outside of Canada. Last year when there was an unexpected rush of people and the facilities for travel were meager and uncertain, the Canadian government allowed the free entry of miners' blankets, personal clothing in use, cooking utensils in use, and 100 pounds of food for each person, charging duty only on excess. This year that privilege will be practically abolished and customs duties levied on everything the miner carries, except the clothes on his back. The Canadian government does not desire to be niggardly, but it is going to heavy expense to maintain police and establish courts of law, post offices, treasury offices for the safe keeping of the miners' gold, escorts for the gold, government offices where drafts may be obtained for gold, and other conveniences, and must collect revenue to meet the outlay.

"Under the United States law in force in Alaska, no one is allowed to take up a mining claim except he be a citizen of the United States, or has declared his intention of becoming such. The Canadian government does not exact any conditions of that sort. All are welcome to enter the Klondike and take up mining claims, no matter what their nationality; but, as just said, goods bought outside of Canada, as, for instance, in the United States or England, France or Australia, are taxed at the Canadian frontier.

Routes Within Canadian Territory.

"The other four routes making up the eight are routes lying within Canadian territory, except that on the Stikine route transfer is made from ocean steamer to river steamer at Fort Wrangel, in Alaska. By the provisions of the Washington treaty of 1871, the free navigation of the Stikine was ceded by the United States to Canada in return for the cession to the United States of the free navigation of the river St. Lawrence. Canadian territory begins twenty-five miles from the mouth of the Stikine. From Wrangel to Glenora, where the overland route starts, the distance is 125 miles. Goods bought in Canada are carried in bond from Victoria and Vancouver past Wrangel to Glenora. From Glenora the route runs through 145 miles of level country to Lake Teslin. The British Columbia government has built a road between Glenora and Teslin, and is now surveying for a shorter trail. Horses and mules are stabled at Glenora, and stage coaches and pack trains will be run to Teslin, where steamers will carry the passengers and freight to Fort Selkirk and down the Yukon to Dawson City. Material for the construction of boats can be procured at Lake Teslin for those who wish to prospect en route, the journey from this side of Teslin to Dawson being made through a rich gold belt.

"There is no lack of means of communication between Vancouver and Victoria and Glenora. By April the Canadian Pacific Railway Company will have two ocean liners running to Wrangel and connecting with river steamers to Glenora. The ocean navigation to Wrangel is open throughout the year. The river navigation from Wrangel to Glenora is open from May to the end of October. By the end of January the river usually forms a good ice road, which is used during February and March. The Canadian Pacific has made a pretty thorough test of this route, which is the quickest of the lot. Two other transportation companies are already running steamers from North Pacific ports to Wrangel, and still others are getting ready for the crowd expected in the spring.

"The second Canadian route starts from Ashcroft and Kamloops in British Columbia. The trails from these two places unite, follow the old Cariboo road to Quesnelle and cut across country along a trail built in the early 60's by the projectors of the telegraph line to Bering sea and Siberia, an enterprise which collapsed when the Atlantic cable was successfully laid; to Hazelton, on the Skeena, and thence to Glenora. Ashcroft and Kamloops are on the Canadian Pacific railway, a couple of hundred miles east of Vancouver.

"East of the Rocky mountains lie the Edmonton and Prince Albert routes, both being reached by branch roads from the Canadian Pacific. From Edmonton there are two main lines of communication—one by the Athabasca and Mackenzie rivers to Fort McPherson and the Arctic circle, and thence by the Porcupine to the Yukon below Dawson City; the other by various ways reaching the Liard and crossing a gold-bearing tract to the Pelly and the Yukon. The latter is taken by persons who desire to prospect in the Peace river country and at the headwaters of the Stewart and McMillon rivers, which flow through another rich region.

New Mining Regulations Proposed.

"The Canadian government will probably alter the mining regulations this year and make them still more favorable to the miner. All miners, irrespective of nationality, have to pay \$15 per annum for a license, which entitles them to various privileges, and is a protection against claim jumpers and camp bummers.

"A good many so-called transportation companies are advertising to carry people

Government for Alaska.

Senator Perkins of California, yesterday introduced a bill amendatory of the act providing a civil government for Alaska, providing that all public lands not reserved in Alaska containing coal, lignite or mineral oil may be claimed and entered under the land laws; that locations not exceeding 640 acres may be located by any qualified mineral claimant; but entry can be made only on discovery of coal, lignite or mineral oil on the location, and that the purchase price of land claimed under this act shall be \$2.50 per acre.

LAWS RELATING TO ALASKA.

Report of the Codification Commission Submitted to Congress.

Attorney General McKenna yesterday submitted to the Senate a special report made by the commission to revise and codify the criminal and penal laws of the United States concerning the criminal and penal laws relating to Alaska; also a code of criminal procedure for that district in the form of a bill, which accompanied the report of the commission.

In its report the commission says that as no organization of the territory of Alaska, the District of Columbia and Indian territory has been authorized by Congress which contemplates local self-government, it is required to codify the criminal and penal laws peculiarly applicable to these territories. The criminal laws of the United States will form the body of the code which the commission is to prepare. The commission says: "At an early stage of our labors we directed our attention to the condition of the criminal laws for the district of Alaska. The circumstances that lend importance to this subject are of common notoriety. It was recently estimated from an official source that there will be 200,000 persons within that district during the ensuing calendar year. Many will pass through parts of Alaska en route to the gold fields in British North America; but there will also be communities of considerable numbers formed within the distant places where there has heretofore been little or no population. In contemplation of these conditions, we have deemed it desirable that the necessary agencies should be provided for the punishment and prevention of crimes by the civil authority, and that a penal code should be supplied adapted to the circumstances that are to be anticipated, clear and certain in its provisions and convenient in form, for the purpose of distribution."

The commission points out that by virtue of the act providing a civil government for Alaska, the laws of Oregon become laws of the United States. The laws which now exist over Alaska may be classified as follows:

1. The statutes of the United States extending over all the states and territories.
2. The statutes of the United States enacted expressly for Alaska.
3. The laws of Oregon in force on the 17th of May, 1884, so far as they are applicable and not in conflict with the laws of the United States.

The commission suggests that if the bill which it proposes is enacted into law, it will furnish a complete penal code for Alaska. In conclusion, the commission says:

"Under authority of existing laws, the President has appointed commissioners to reside at nine designated places, who, with other powers and duties, are ex-officio justices of the peace. It is to be presumed that other communities of considerable numbers will be formed as the population of the district increases, and to meet their needs we have inserted a provision authorizing the judge of the district court to appoint additional commissioners with the jurisdiction of magistrates in criminal proceedings. Provision is also made for the appointment of deputy marshals in excess of the number now authorized by law; and all the deputy marshals are given the authority of constables in the execution of criminal process."

NO CHANGE IN PLANS.

Relief Expeditions Going to the Klondike as Intended.

Acting Secretary Melklejohn of the War Department pronounces to be absolutely untrue the statement coming from Portland, Ore., to the effect that Gen. Merriam, the commanding general of the Department of Columbia, has been ordered from Washington to postpone the departure of the government relief expedition to Alaska.

The department has been much annoyed by the circulation of stories that it had any intention to abandon the relief project. Nothing that has been reported to the officials as to the alleged sufficiency of food supplies in Dawson has come from a source that carries conviction, and it can be stated on the authority of Acting Secretary Melklejohn that the relief expeditions are going forward as rapidly as the department can possibly push them.

If there has been any change made by Gen. Merriam in the arrangements for the shipping of the expedition, it is said that he has undoubtedly done so because he could secure more advantageous conditions. It is also said that the reindeer will be used for transportation, as originally intended.

LIFE AT DAWSON CITY.

The Comforts That Energetic Americans Have Carried In.

Esther Lyons in Leslie's Weekly.

A journey of forty-five miles from Sixty-mile Post brought us to Dawson City, the wonderful city of the new mining district, populated almost in a night. Although really sixty-five miles distant from the Klondike, it is a typical mining camp, minus the guns. The laws of the British government are enforced at Dawson, and those laws prohibit the use of firearms; consequently few men carry guns. In and around Dawson at the present time there are about 4,000 men and 150 women. Dawson, of course, is very primitive and very dirty, although from a recent conversation with Mr. Ladue I understand that every effort is being made to clean it. There are large stocks of provisions in all the storehouses, and it looks as though there could be no hunger in the Klondike. There will be little or no lawlessness, and there is a probability of very little sickness. The Alaskan winters are healthful. In September can be seen quantities of black ducks wending their way southward, and even on the streets of Dawson can you see the sparrow and hear its chirping. Here, as everywhere in Alaska, nature has stored her treasures in a safe of ice; in fact, one writer has called Alaska the nation's ice box, but to me it represents the future paradise of poet and painter. Nature has done much for Dawson, but the energetic American has done more. He has built warehouses in which he has stored acres of food, built comfortable log cabins, erected a theater, established many saloons, billiard rooms and dance halls. The sums of money spent in these billiard saloons and dance halls are simply fabulous; fortunes change hands every night at the different gambling devices. At poker in a single night \$100,000 frequently changes hands, it being nothing unusual to see \$10,000 bet on a single hand. Yet do not infer from this that all the miners are gamblers. Many of them never even enter a saloon or dance hall.

I have a little friend out there, an old school mate, who is teaching school. She hugely enjoys her winter there. She is at Circle City. She takes a daily ride behind a splendid dog team, and I tell you it's great fun. You ride a while, and then you get out and run; then you get in and ride again. No one really knows what a sleigh ride is until they ride behind a fine dog team. The inhabitants manage to get considerable amusement. They have private dances, parties, and in the summer time they even have picnics. The arctic winters are most keenly felt by those miners who are obliged all through the long, dark winter to live in tents and dugouts.

Dawson City is rectangular in shape. It is laid out in town lots. Its streets are sixty-six feet wide. It is situated on a stretch of low ground on the northwest bank of the Yukon, just below the mouth of the Klondike. Town lots in Dawson City are selling now at \$5,000 each. Up to the present time 55 cents at Dawson is the smallest piece of money used; it is called four bits. Both Protestants and Roman Catholics have already established mission churches in Dawson. Those who visit Dawson next spring will see a live metropolis.

BROUGHT BACK EXPERIENCE

June 29th 1898

That Was All Gus Knoble Found at Dawson City.

Missouri Boy Tramped From Latter Place to Skaguay—He is \$500 Worse Off.

TIPTON, Mo., January 29.—The following letter was received today by Phil Frank from Gus Knoble, who left in company with Captain A. Fiske Gore and John Sponsler on August 6 last for Klondike:

"SEATTLE, Wash., January 23, 1898.
"Mr. Phil Frank:

"I walked into Skaguay on January 12 from Dawson City and had a month's rest in the frozen city, but the frost did not drive me out of there, only the lack of work and business. Klondike is not as good as they make it on the outside.

"It is a railroad and steamship boom, and that is all I can see in it at present. I could not afford to wait for better times or take chances to walk out with nothing, while my provisions cost me \$550. That would last me until next May or June, so I sold my provisions and came back.

"Gore and Sponsler would have come out, but they were afraid to tackle the trip, although a great many will have to do it next summer. The first mail to Dawson I met on New Year day about 350 miles this side of Dawson. I wish I had taken your advice. I would have been better off, but the experience I have now is worth \$500 alone."

TALK OF STRIKE AT LAWRENCE.

CONDITIONS ON THE YUKON.

An Interesting Report From Statistical Expert Dunham.

Mr. Carroll D. Wright, commissioner of labor, has received a personal letter from Mr. Samuel C. Dunham, statistical expert of the bureau of labor, who was sent to the Klondike some months ago to investigate and report on its industrial possibilities. The letter is dated Circle City, Alaska, November 13, 1897, and gives an outline of the principal features.

Mr. Dunham will incorporate in a comprehensive report of about 400 typewritten pages. He will endeavor to give an accurate account of the Klondike and the history of its development, an estimate of the probable output, full information relative to wages, cost of living, opportunities for employment, trails, agricultural possibilities and the local laws and regulations.

After outlining these intended features, the letter, speaking of the reports of hardships in the gold country and the stories of starvation, says:

"I consider the situation grave, but not desperate. There is food at Fort Yukon for 600 more men than are wintering there, and this can be freighted to Dawson, or part of Dawson can go to it. It may be that the transportation companies can feed the population next year, but it is doubted here.

"I have secured an accurate statement of the amount of freight landed in Dawson by the steamers during the season, made up from the manifests of the boats and from information obtained from the agents of the companies. Less than 2,700 tons reached there, and between 700 and 800 tons of this consisted of furniture, whisky, hardware, etc.; less than 2,000 tons for 5,000 men, and much of it was consumed during the summer.

"Prices are increasing in Dawson, flour selling for \$150 a hundred, and many other staples in proportion. Luxuries are not quoted, simply commanding what a man feels disposed to pay for them. Dogs have sold as high as \$500 apiece there, and \$300 has been offered and refused here.

"Our mail carrier is still here, stranded—without dogs or provisions to get out. The government pays \$600 for a trip that costs \$2,500. Nobody blames the poor carrier, but everybody damns the government and the contractors. I send this out by private parties.

"I am well and strong. The weather is fine, the coldest to date being 25 below. Two feet of snow on the ground. The sun rises at 10 and sets at 2, giving us seven or eight hours' daylight. Moon swings in the heavens all night, giving a light by which one could read a newspaper if it were to be had. The trails are open and men are starting out in every direction with their dog teams—to Fort Yukon, for freight; to the Birch Creek mines, to drift, and to Dawson, and thence to Juneau."

To Serve as Engineer.

W. H. Reeves, jr., formerly a resident of this city, has enlisted in the signal corps under Gen. Merritt, and will probably leave for Manila some time this week. He is a graduate of the Seattle high school and the Leland Stanford Jr. university. From the latter institution he received the degree of electrical engineer, and he will serve in that capacity. He is 26 years of age.

This Purse Is Not Trash.

Mrs. H. C. Frey found a purse containing a large sum of money in \$20 gold pieces yesterday afternoon on the small counter outside the general delivery window at the postoffice. She at once turned it over to the general delivery clerk, who now holds it for the owner. Had the purse fallen into dishonest hands...

BARGE GENERAL FOUNDERS.

Lost at Sea With Her Cargo on June 2.

BREAKS IN TWO AMIDSHIPS.

In Sight of the Aleutian Islands—All Hands Saved—Letter From Capt. Sprague, of the Monarch—He Considers It Fortunate That the Barge Broke, Otherwise the River Steamer Might Have Been Lost.

The news of the foundering of the barge General in sight of the Aleutians on June 2, reached here yesterday in a letter from Capt. Sprague of the river steamer Monarch which was also in tow of the steam schooner Rival. All hands were saved from the barge but with great difficulty for after breaking in two the portions filled very rapidly. Had it not been that she was loaded with wood she would have gone down at once and some lives been lost. Capt. Sprague considers it fortunate that the General broke up for several hours later they encountered a hurricane that would probably have caused the Monarch to break up had she been weighted down with the General.

Capt. Sprague's letter was brought to Nanaimo on the ship Carleton and is as follows:

"Dutch Harbor, June 4, 1898.

"Arrived here at 4 p. m. with Rival and Monarch having lost the barge General and cargo about 8 a. m. June 2, while in sight of the islands after saving all hands in a heavy sea. Before the General had set signals of distress the Monarch had parted both hog chains forward of the posts ahead of the cabin which worked fore and aft at least twelve inches.

"The General broke in two just aft of the cabin and filled rapidly, but was afloat when we cut the hawser to relieve the Monarch. Later on the little steamer Vera that was on her stern slid off. They were both floating when last seen. The Rival goes out in the morning to see if they can pick up either or both. But I am afraid it will be a fruitless search for when well up in the pass we encountered a heavy gale and had to put back to Little Bay and put out two anchors from both the Rival and Monarch and then use steam to keep from dragging. I verily believe that if both boats had been together at the time that both of them would have been lost. It will take me at least ten days to repair.

"C. W. SPRAGUE."

FROM SITKA AND WRANGEL.

City of Topeka Brings News and Passengers From the North.

The Pacific Coast steamship City of Topeka arrived in port at 8 o'clock yesterday evening from Sitka and Lynn canal ports. She brought down forty passengers, most of whom were from Sitka and Wrangel. The steamer left Sitka June 19 and proceeded to Skagway, where she took on freight. She left Wrangel Tuesday, on the same day as the steamer Rosalie.

From Sitka the Topeka brings the news that the construction of the wagon road recently started at Pande basin is progressing rapidly. Forty men are now at work upon the road grading and cutting away the brush. At the time the Topeka

MANY WILL DIE.

Cleveland Press

Mr. Wells Says the Winter Tragedy Has Begun.

Jan 20, 1898

Men Face the Rigors of Klondike Without Proper Supplies.

The Spring Will Find Many a Pallid Face Staring Up Through the Snow--Perilous Voyages Down Ice-Filled Rivers.

By E. Hazard Wells.

Dawson City, N. W. T., Nov. 30, 1897.—The Yukon river was closed by ice, Nov. 7, for the first time, this year. Later in the day the jam broke, and the heavy floes of three-foot ice continued to float rapidly past the town.

At 4 p. m. a skiff loaded with provisions and manned by three Klondikers from Seattle, came drifting down stream and was with difficulty landed through the assistance of men on shore.

About 7 p. m. another boat, carrying four Seattle men, with their outfits, was discerned in the gloom. Two of the voyagers, taking a line, jumped overboard on the moving floes and tried to land. One got safely to the bluff above Klondike City, while the other man fell into the water, but managed to get out and reach the shore.

A Frozen Perch.

The one on the edge of the perpendicular bluff was unable to advance or retreat and remained penned on his narrow perch until 1 o'clock, next morning, when a rescuing party with ropes appeared on the top of the bluff and hauled the poor fellow up out of his perilous position.

In the meantime the skiff, with its two remaining passengers, drifted down opposite Dawson, the flow was suddenly checked by a jam, leaving the men in their frail bark several hundred

A Ghastly Mystery.

These men brought information of a skiff heavily loaded with provisions, which they saw deserted upon the top of an ice jam, 20 miles above Dawson. Whether the men who owned it perished will probably remain a mystery. There is little doubt that scores of boats caught in the ice jams above have been imperiled and wrecked, with more or less loss of life. The great winter tragedy of the Yukon has begun. It is to be feared, if not expected, that many men will lose their lives between Dawson City and the headwaters of the Yukon, before the spring time shall come.

Outfits Too Scanty.

Nearly 600 are preparing to leave here over "the first ice," for Juneau and the Pacific coast. It will be good fortune, indeed, if all of these adventuresome persons get out alive. Few of them have any conception of the terrible rigors of an Arctic winter, or of the difficulties and dangers ahead. They are going "light," pulling their own hand sleds, in many cases, and usually with small quantities of provisions. To make the matter worse, not one-half of the crowd is provided with sleeping sacks, or fur robes, but are depending upon blankets to sleep in during nights when the temperature will fall 70 degrees below zero.

Most of them are preparing to leave here with scant 40 days provisions.



ALASKA COMMERCIAL CO.'S STORE IN DAWSON.

(From a Photograph, Taken by E. Hazard Wells.)

feet from the bank. The ice was too treacherous for crossing on it, and, besides, the men did not care to desert the boat and provisions. All night they lay in the river, surrounded by floes, in momentary expectation their boat would be ground to pieces.

At 3 a. m. the ice began to move and a lead of open water appeared, which enabled the two men to pole across to the shore ice, where ready hands assisted them to land.

whereas the journey will, in most cases, surely require two months. There are no trading posts along the route where provisions can be obtained, and there are but few Indian villages. The men who run short of rations will be in a terrible plight, their only hope being that of securing food from chance travelers entering the country. This resource will avail in very few cases, and the horrors of starvation will overshadow the trail.

Before the March moon begins to wane, its pale light will glint upon more than one white, ghastly, upturned face half buried in the snow. This is no alarmist prediction. It is a certainty. Many men have met their doom in this country amidst the ice and snow of past winters, and they were, as a rule, experienced and hardy individuals.

Wells' Own Experience.

My own prolonged winter trip through central Alaska in 1890-91 gave me an insight into the many difficulties and dangers of that sort of work, and I was well provided with dogs, sleds and furs. No native-born Alaskan nor any old Yukon miner would even think of undertaking the 600-mile winter journey over the ice from Dawson to Juneau, without dogs to draw the sleds and fur robes for sleeping purposes. Yet, a whole battalion of the newcomers is preparing for this very thing. In so far as I have had voice and influence, both have been used to prevent this foolhardy undertaking. If men must make this trip, I urge them to take along plenty of food and the necessary furs. In many cases it is advice thrown away.

THE RUSH FOR ALASKA.

A Washington Prospector Gives Views of the Situation.

A letter received here from one of the men who recently left this city in a party of ten for a prospecting tour in Alaska gives an idea of the condition of affairs at Seattle and what may be expected between there and the gold fields of Alaska.

The writer says his party has arranged to leave Seattle for the north on the sailing vessel Blakeley, which will carry one hundred and fifty-four passengers. Of this number seventy-nine will go ashore at Disenchantment bay, and try to reach the headwaters of the Copper river. The Washingtonians will continue up the coast to Pioneer, William sound, where they will land at Port Valdez, going from there over the Valdez glacier to the Copper river district. They will remain on the American side of the line and will float the American flag over their big tent at all times.

Speaking of the situation at Seattle, the writer says:

"The crowd here is simply immense, and more people are landing from every train. In a month this place will be overrun with people. Vessels are very scarce and cannot handle the people now here. Nobody knows what they will do in another month. Our party has paid enough money for passage on the Blakeley to build a new vessel like her, and it will only take twenty-eight days to make the round trip, so you can see from that how the vessels have the gang at their mercy.

"Every house and vacant building in Seattle is filled with beds and cots, and 'furnished rooms' and 'rooms for rent' are the signs seen hanging out all over town. I have seen several vessels leave here for Alaska which were overcrowded with freight and men. There is something very wrong with the inspection of vessels here, and I am afraid trouble will commence when some of the old vessels go down, which they will surely do if they run up against a storm. Insurance on some of them runs up as high as 12 per cent. We had the vessel we are going on inspected before we engaged passage, and insisted on only one hundred and fifty-four passengers making the trip. The officers wanted to put on 300, but we drew the line at the number named. Her insurance is 3 per cent, so you see she is a very good boat."

To Reach the Klondike.

The indications now are that the facilities for reaching the Klondike gold region in Alaska in a comparatively short time will be ample to meet all reasonable demands. Reliable information has reached here from London to the effect that a syndicate of English and American capitalists has perfected arrangements for the construction of a road from the head of Lynn canal over White Pass, and thence by a route already located to a point on the Yukon river below the rapids, and all other obstructions to clear and safe navigation. The road will be about 350 miles in length, and from the point where it meets the Yukon there is said to be amply sufficient water at all times, making the trip to Dawson the shortest yet proposed.

BOUND FOR THE GOLD FIELD

Organized Body of Washingtonians to Start
Tuesday for Alaska.

Capital Stock of Five Thousand Dollars Paid in and Part of Supplies Purchased.

The first organized body of Washingtonians to go to the gold fields of Alaska will leave here next Tuesday, going direct to Seattle, which will be reached about the 4th of February. The men will go to work at once. They will not remain at Seattle until the tide turns toward Dawson City, neither will they attempt to go to Dawson City, at least not for months to come. They propose to prospect in new fields, under information which they claim is of great value, and which they hope will result in fortunes for each.

There are ten men, and they are organized under the title of the "Co-operative Prospecting Company." The capital stock of the company is \$5,000, divided into ten parts of fifty shares of \$10 each to every member. The ten men own an equal amount of stock, and every cent of the capital is paid in. The signed articles of agreement have been recorded in this city, and copies of it are held by the members. The company is made up of the following, all young men of robust health and enterprising disposition:

Dr. R. I. Smith, treasury employee; Dr. Harry Cockerille, dentist; S. E. Cross, machinist; J. S. Randall, bookbinder; Edgar Myers, tile setter; J. L. Sumner, shoemaker; Robert H. Wade, C. H. Claudy, a well-known athlete; R. I. Dennison, insurance agent; D. H. Allen, mechanic. Harry Cochran of the Cochran Hotel is a supernumerary, having asked to go with the company at the last minute.

The object of the company is to do a trading, prospecting and mining business, but the chief aim is, of course, to make a fortune in the gold fields of Alaska. The articles of agreement fix the life of the company at eighteen months, to be extended if deemed advisable. All expenses are to be borne out of the company treasury, and all profits are to be shared equally.

In going on such a mission, and facing so many dangers, it was decided that the majority should rule on all questions submitted. There are no officers, as generally known, a manager and assistant manager transacting the business of the company. The manager is to have charge of the books and business, but cannot pay out money except on a vote of the company. In fact, everything is in the hands of the majority. In addition to these officers is a storekeeper, who is to have charge of the provisions and stores of the expedition. He will issue the rations and shall see to their preservation.

Any member of the company who withdraws before the time fixed will do so at his own loss, as the money he has paid in will go to the other members, unless a majority decides to the contrary. One of the articles of the company provides:

Each member shall take oath that he will abide, to the best of his ability, by the articles of agreement, as well as all rules and amendments adopted pursuant thereto, and all decisions rendered in accordance therewith.

"Any member who willfully or intentionally violates his oath shall be dealt with as a majority of the company may elect. If the conduct of any member shall become such as in the judgment of the majority warrants his dismissal from the company, and they so vote, such action shall operate to terminate his rights as a member. He shall be entitled to such interests in the property and rights of the company as the majority shall determine, and their decision shall be accepted as final."

How It Was Started.

The idea of such a company originated with Dr. R. I. Smith, a treasury employee. He was once in Alaska. He has been elected manager for the company. J. S. Randall is assistant manager, and Dr. Cockerille is storekeeper. The enterprise was inaugurated last July, when meetings of

young men interested were held at intervals. Fifteen men at first expressed a desire to go, but five dropped out, leaving the number named. For five or six months meetings have been held several times a week at the headquarters of the company, 1006 F street. These meetings were of great usefulness in preparing the members for the work ahead. Lectures on geology, mineralogy and mining laws have been delivered by different persons possessing expert knowledge of these subjects. A number of the lecturers have been old and experienced miners. The study of mineralogy was aided by a collection of minerals, and talks on modern methods of mining. Models of sluice boxes were fixed up in the rooms.

What the Manager Says.

"Our intention, now," said Dr. Smith to a Star reporter, "is to go direct to the mouth of the Copper river, after leaving Seattle, and we will spend no more time in that city than is necessary to complete our outfit. We will prospect around the mouth of the Copper river and Cook's inlet. You see we can begin in February, because this is on the southwestern coast of Alaska, which is bathed by the Japanese current, preventing ice in large or inconvenient quantities. We will find fish and game plentiful. Just as soon as the ice breaks in the Copper river we will begin our journey up that stream to the interior, where we are confident of striking it rich in new fields. I have talked with men from that section who found gold in paying quantities."

The journey up the Copper river will be made in boats built in sections. When the party finally reaches a point where it decides to camp and begin prospecting the boats will be taken to pieces and turned into sluice boxes. If the prospecting within a radius of five miles reveals no paying quantities of gold the sluice boxes will again be converted into boats and the trip continued in this way. A small dory will go ahead of the boats, will anchor, and the boats will be pulled up the stream by ropes.

Among Hostile Indians.

Dr. Smith says the section of Alaska to be explored by the company has not been visited by many white men because the Indians are somewhat hostile. They will not attack a camp of five or ten men, but fight smaller parties and run them out of the country. Dr. Smith believes this is a good evidence of riches in the country, as the Indians sell gold for what they want. To protect themselves the party will be liberally provided with rifles, shotguns, pistols and ammunition.

Equipment of the Party.

The party will be well equipped. A medicine chest will be provided, in addition to other things. A large supply of tobacco has already been laid in. The groceries will be kept in canvas bags. These bags were bought by the company some time ago and made water-proof by a preparation of linseed oil and paraffine wax. Provisions will be packed in these. A dental outfit and shoemaker's outfit are to be taken along.

Many of the things needed have been bought here. Two members of the company went to Chicago Monday to buy other supplies there. They will join the company next week. The groceries will be bought in Seattle.

The allotment of rations will be about the same as that in the army and navy. Provisions will be carried by the party for 500 days. The allotment of solid food each day will be forty-one ounces to each man. Substantial provisions only will be carried. It has been decided that evaporated and desiccated foods will not be satisfactory. Knapsacks, canteens and haversacks will be included in the outfit. These will be used by the members when separated on prospecting tours.

Much of the mining machinery necessary has been bought in Chicago, and will be taken from there with the party. Modern machinery is to be used.

Star MAIL FOR DYEA.

Contracts for Four Years Awarded by the Department.

The Post Office Department has awarded to the Klondike, Yukon and Copper River Company a contract for carrying the mails for four years from Seattle, Washington, to Dyea, Alaska, and including Juneau, Sitka and Skagway and other intermediate points. There are to be five round trips each month throughout the year, and the compensation is to be \$15,250 per annum.

DISCOVERY FROM ALASKA.

Seattle Post-Intelligencer
Brings Important Advice—Work on Skagway Railroad Progressing
Rush to Interior Continuing.

The steamer Discovery, Capt. Thomas Grant, arrived in port yesterday afternoon from Lynn canal ports. She brought down eighteen passengers, most of whom boarded the steamer at Wrangell.

The officers of the Discovery report the steamer D. R. Campbell, of the Moran fleet, arrived safely at Skagway. This was shortly before the Discovery sailed. Four of the other steamers were also seen at Juneau, while three others were passed near Seward City. The tugs Holyoke and Resolute were seen in Queen Charlotte sound on the up trip of the Discovery. They were steaming slowly north with their tows, and appeared to be all right.

Many river steamers were seen by the Discovery on the run south. Some of these were being towed north and others proceeding under their own steam. The Laurada, with her two steamers in tow, was passed near the entrance of Queen Charlotte sound. Other steamers with tows were also seen in the distance.

Work on the railroad at Skagway is said to be progressing rapidly. There are at present over 1,000 men engaged in leveling the ground and clearing it of brush preparatory to laying the rails. Up to the time of the Discovery's sailing the road had been laid out for a distance of six miles. The road is to extend along Broadway, the main street of Skagway, in the direction of the mountains. While the Discovery was at Skagway the barge Skookum arrived from Seattle. The work of discharging her cargo of rails was begun next day.

Travel over the lakes is very brisk, and hundreds of people cross over the lakes every day in small boats. The travel has

so increased that the Canadian police stationed at Lake Bennett allow only 100 boats to cross the lake each day. Accidents are of frequent occurrence, and reports of drownings are often brought to Skagway. None of these reports have been verified.

The Discovery brought down the following passengers:

D. J. Rich, Ira Peasley, A. Duscreean, Mr. Famery, P. Wise, S. E. Dodge, Mr. Hulmer, W. S. Rogers, Zaney, W. W. McDie, J. W. Warring, S. K. Smith, O. A. Carr, A. Johnson, Alfred Duddin, J. W. Curtin, C. C. Clinton, Alexander C. Sutherland, M. Lund, Frank Kallpetz, G. W. Ackey, J. M. Free, Samuel Brown, M. Nelson, P. Simpson, M. Swanson, A. H. Mills, G. Johnson, L. Larson, F. Lenberg, W. J. Gordon, Thomas Williams, D. McCracken, John Oleson, J. Sentoni, Anton Emerson, N. Peterson, P. Hauser, F. H. Treat, A. E. Grashan, G. Reed, F. J. Mitchell, G. N. Dowell, Michel Connor, Ed Pitt, James Penn, William Perry, D. Fountain, Herman Steinhart, Henry Gerselin, J. W. Ludstrom, G. A. Ludstrom, Mrs. B. McCartney, Richard McCartney, John McGran, Annie McCartney, Rebecca McCartney, William McCartney, Mrs. Sweeney, Tom Sweeney, James Sweeney, Mich Ryan, Frank Gray, Mrs. S. Simons, Mrs. A. Calder, S. Simons, A. Calder, N. H. Rowley, D. C. Fulkens, F. C. Forbes, B. D. Wilcox, C. H. Lacey, James Fuld, Ed Spencer, Mrs. W. A. Purdy, G. M. Munger, H. H. Peachey, B. K. Clear.

LIPPY'S NARROW ESCAPE.

Wrecked on a Rock in White Horse Rapids on June 3.

Prof. T. S. Lippy, of this city, with his sister and her child attempted to shoot the White Horse rapids on their way to Dawson on June 3. They narrowly escaped death in the raging stream, their boat colliding with a rock. With the utmost difficulty, Prof. Lippy succeeded in rescuing his sister and her child.

It appears from a narrative of the accident received yesterday from White Horse rapids, that Prof. Lippy did not hesitate about passing through the rough water in Miles canyon, having successfully shot the rapids in 1896. A rock in mid stream, known as McGinty's rock, had in the meantime, it is stated, shifted some fifty feet.

As the boat containing Prof. Lippy's party passed through the rapids, it struck a sunken rock and the bow was smashed in. Lippy caught the child in his arms and leaving his sister standing in mid stream with the water up to her waist made the passage for the remainder of the way without difficulty, returning later to take his sister from her perilous position.

On June 4, a scow named "Swiftwater," after W. C. Gates, better known as "Swiftwater Bill," successfully shot the rapids with the following crew: Ben Nelson, J. T. Clayworth and L. C. Branson, of Seattle; A. Wigand and Frank Wigand, of St. Paul.

KLONDIKE FOOD SHORTAGE. *Washington Star July 21, 1898* Labor Expert Dunham Has Returned From Alaska and Fears It.

SAN FRANCISCO, July 21.—The prospect of a food shortage in the Klondike next winter is being seriously discussed.

Statistical Expert Samuel C. Dunham, of the United States labor department, who has just returned from Alaska, thinks that the government will have to furnish transportation out of Alaska to the indigent prospectors.

Mr. Dunham said: "The government may not be obliged to send in provisions, but it is a certainty that it will be required to furnish transportation. The British government is now engaged in sending all stranded Americans now at Dawson through to Fort Yukon and Circle City. These points are on American territory, and the unfortunates may therefore have to be cared for by our government."

KLONDIKERS "CASHING IN."

Interesting Scenes in the
United States Assay Office at Seattle.

World, Oct 4
GOLD DUST TURNED INTO BARS.

Returned Miners Watch the Official
Valuation of Their Sometimes Scanty Spoils.

There were twelve or fifteen men standing outside the iron grating that protects the receiving counter at the United States Assay Office, Seattle, Wash., all of them Klondikers who had come down from St. Michael's on the Garonne, waiting their turn to deposit the yellow metal they had brought from the Arctic zone. Inside an official stood watching the indicator of the scales as it trembled over the figured plate and told to the thousandth part of an ounce the weight of the dull-yellow grains of gold. The contrast between his cool, unconcerned demeanor and the eager, anxious faces of the depositors was most marked. To him the matter was nothing but the mere weighing of so much metal, and he did it as he might have weighed sugar. But to them that trembling indicator told the price that was paid them for months, a year perhaps, of hardship, privation and toil; it was all they had to show for an expenditure of money, saying nothing of time and labor, the greater part of which was lost to them forever; to a few, a very few, more persevering or more lucky than their fellows, it meant a fortune greater than they could have hoped to win at home. And all these different phases of the matter showed themselves in some way on the countenances of the group.

It didn't look much like gold, says a correspondent of the Pittsburg Times, to see it sliding out of the little deer-skin bags onto the scale. The grains ranged in size from a pinhead to a bean. Some of them were thin in shape, like a small fish-scale, and all were dull in color. It was really pitiful to see the small stores of the yellow metal that some of these weather-beaten men pro-

duced. The hollow of the hand, certainly the two hands, would have easily held all the gold dust that most of these men had. The largest single deposit made while I was there was only 121 ounces. At \$16 per ounce, the average assay office price, this was worth only \$1,936. The man who turned in this amount was familiarly called "Doc," and talked a great deal about the Klondike, but when I asked another, formerly a telegraph operator at Youngstown, O., about him he vouchsafed the information that he was "a poker doctor." I learned subsequently that "Doc" had played blackjack—whatever that is—all the way down from St. Michael's, and perhaps had struck his best luck over the card table.

As each man's gold was weighed it was dumped into an ordinary quart tin cup, with a slip giving his name and the weight. The assay officer then gave him a receipt for so many ounces of gold. After the gold is melted and assayed he is given a check upon the United States Sub-Treasury at Chicago for the amount of its actual value. This is payable in gold. Most of the men are unable to wait for this assay, which may take ten days, and they go to the Seattle banks, which pay them about \$14 per ounce on the quantity named in the receipt. This is assigned to the bank, which in turn surrenders it and gets the check, paying the miner the difference between the actual value and the amount advanced, less their charge for discount.

The Seattle assay office was opened July 19 to meet the demands of the Klondike situation, and has taken in since that date over \$3,500,000 in gold dust. It gets about two-thirds of the output which comes into the United States, the rest going to San Francisco. It is expected that by June 30, 1899, the end of the fiscal year, the total receipts of the Seattle office will reach \$5,000,000. This will make the office rank next to that at Denver.

The big stories of the vast quantities of gold dust brought down from the Klondike shrink wonderfully under the cold records of the assay office. The largest deposit made here was of 48,000 ounces, worth about \$770,000, but it was sent down by a bank and might have represented the total gold got by 500 or 1,000 miners. It is true that there was one individual deposit of about \$90,000, one of \$60,000 and a very few of \$50,000. But even these were in some cases the results of the labors or luck of two or three or half a dozen men who were "partners." The average of the deposits for July was 190 ounces, worth about \$3,000. But where deposits range from six to 48,000 ounces averages don't count for much. Striking out the large deposits, an average of \$1,600 per man would still be a big one, and \$300 would come nearer "sizing the pile" of by far the most of those who have returned to the States.

All sorts of exaggerations are sent out when a vessel comes down, with regard to the value of the gold she brings. "You will hear that she has \$4,000,000 on board," said an assay official, "and we will only get \$600,000." One paper said the Garonne had \$2,000,000 in gold. The best estimate I could get from persons on board who were as well informed on the matter as any one could be was \$250,000. Only forty-five out of the 600 passengers had made deposits at the assay office when I was there, and, as was said, \$2,000 was the largest deposit, and many others did not reach \$250. At the hotel a man was pointed out to me as having brought down \$60,000 worth of gold dust, and his reserved, not to say surly, disposition was set down to his constant anxiety lest he should be robbed. As that much gold dust would weigh 300 pounds, I didn't see much danger of his being robbed, unless the thieves brought a dray with them to carry off the plunder, and I took little stock in the story. Later I met a fellow-passenger of his, and one who knew him intimately, who told me the man really had \$8,000.

Each deposit of gold is smelted separately, and the bar stamped with a number corresponding to that on the receipt issued for it. Pieces are chipped from two corners, and these are given to assayers. Their reports as to its fineness, and the proportions of gold and silver, must agree to a most minute fraction, or it goes back into the smelter. These bars are expressed in sealed boxes to ex-Speaker Henry K. Boyer, superintendent of the Philadelphia mint. In the safe I was shown about \$750,000 in gold bars, one of which weighed 1,300 ounces and was worth \$20,000. Several tin buckets filled with smaller bars were standing around. "Pick one up," was the invitation extended to me. I laid hold of it jauntily and nearly wrenched my shoulder out, but never even raised the bucket off the floor. There was \$18,000 in it, and it weighed nearly 100 pounds. Counting the bars and the gold dust unsmelted, there being perhaps 100 tin cups containing little piles of dust, there was over \$1,000,000 in sight in the little vault.

TO DAWSON CITY BY RAIL

Washington Star

Capitalists to Build a Line to the Gold

Dec 22 Fields, 1897

Congress Asked to Grant a Right of Way—Feasibility of Plan Pointed Out.

Mr. J. M. Underwood of San Francisco has been in Washington for nearly a week, conferring with Representative McCleary of Minnesota and other members of Congress relative to legislation that will provide a right of way for a steam railroad to the Klondike gold fields.

Mr. Underwood is president of the Alaska Central Railroad Company, whose offices are in San Francisco. He is one of the foremost railroad builders, having participated in the construction of three of the Pacific lines, in addition to many of the smaller roads in the west and northwest.

"With favorable legislation by Congress,"

Mr. Underwood said to a Star reporter today, "our company will run its first steam locomotive into Dawson City by June 15, 1898. We do not ask a bonus from Congress. The stock of our company is owned principally by New York, Philadelphia and San Francisco capitalists. The money is ready and there is plenty of it."

"Work of construction on the road would have been under way long ago had it not been for our discovery that the general land laws have never been extended to Alaska. By the route that we wish to have in operation by June 15, 1898, we can land passengers and freight from the nearest tidewater to Dawson City in forty-eight hours, and passengers need not be compelled to walk a single rod or carry a single pound of baggage themselves. This, of course, is a summer route, and would be practicable only about five months in the year."

"For three years we have had a force of engineers making surveys in that country, and we know that we have the best and most practicable route to the gold fields. When our first expedition camped at Dawson City there were only two rotten pole buildings there. This proposed route is part rail and part water. Our surveyors discovered a river where the ice breaks up at least six weeks earlier than in the Yukon and many other streams. We can reach Dawson City from tidewater of this river with only 392 miles of railroad. The next nearest practicable route cannot reach Dawson City in less than 768 miles."

"Our route has never been mentioned in the newspapers, and very few outside of the officers and directors of our company, and the engineers who made the surveys, have seen the maps. I have a complete map, which I have shown to Representative McCleary. It has all the preliminary locations, and shows the grades as well. The steepest grade that we encounter is 58½ feet to the mile, and there is one tunnel 450 feet long. Part of this tunnel is through coal."

"We also have made surveys for an all-rail route. If the right of way can be obtained without delay we will give bonds that trains shall be running through to Dawson City by the time the rivers freeze up next fall. This proposed route starts from the coast, where there is nothing today. We would be constructing on this route today were it possible to get the right of way through Alaska."

"In the fore part of November our vice president and one of the directors went up to Alaska with a sawmill and pile driver, prepared to begin the work of establishing dockage. They are waiting now for Congress to legalize a right of way."

"The chief of our engineers directed the surveys for the Canadian Pacific railroad. He is one of the best engineers in America. He does not hesitate to say that both of our proposed routes are the only feasible ones. The construction of either means a gain of a year in the development of the Klondike country over any other suggested route."

MAKES A FORTUNE AS PILOT.

Seattle Post-Intelligencer
June 19, 1898

W. L. Foster Steers Boats
Through White Horse Rapids.

EARN \$200 IN FORTY MINUTES

Has Received \$12,000 Since Navigation Opened—Nine Thousand Boats Entered the Rapids, of Which 300 Were Swamped—Indian Murderers—Relief Supplies—Output of Gold Estimated at \$22,000,000.

A pilot who receives \$200 for forty minutes' work is not seen every day, but such a one arrived in Seattle yesterday. He came in on the Utopia, having just made the trip from White Horse rapids, where he has been steering boats through that dangerous passage. His name is W. L. Foster.

The steamer Utopia arrived from Skagway, Dyea and other Lynn canal ports at 3 o'clock yesterday afternoon, with thirty-five passengers aboard. The Utopia had an uneventful voyage and would not have been nearly two days late in reaching Seattle had it not been that much time was consumed at Dyea in loading all that was left of the government relief supplies, which were sent to Alaska early last winter. These supplies have been at Dyea ever since the relief expedition was abandoned, and it has been reported at different times that they were sold by Col. Anderson, U. S. A. The supplies were unloaded last evening and are now at the Colman dock. Much speculation was indulged in after the arrival of the Utopia as to the probable disposition of the supplies by the government. It is said, however, that they would be sent from Seattle to San Francisco, and from there to the Philippine islands for the United States troops. The weight of the provisions brought down from Dyea was eighty tons. Col. Anderson, after the abandonment of the relief expedition, succeeded in selling \$25,000 worth of the supplies, but every single article sold was disposed of at a sacrifice, and the government was badly the loser in every transaction. A number of heavy sleds are included in the supplies, but it is a foregone conclusion that they will not be sent to the Philippine islands. The climate is against them, so to speak.

The officers of the Utopia report that the Moran Bros.' fleet of Yukon river boats had arrived safely at Juneau. The entire fleet was then in good condition and there was every indication that the boats would reach St. Michael safely, as the roughest part of the voyage was then passed. The barge Skookum was at Pyramid harbor on Sunday, June 18, unloading freight. This barge is carrying a large consignment of steel rails for the White pass railroad, and the craft is not far from Skagway by this time, or at least that is the belief entertained by the officers of the Utopia.

Among the passengers on the Utopia was W. L. Foster, of Astoria, who came directly from White Horse rapids. Foster made much money by piloting boats through the rapids, and received \$200 from the Canadian National bank, of Victoria, for taking the steamer Bellingham through the extremely dangerous channel of water. Foster did the work in only forty minutes, and exhibited a check yesterday, which he received from the bank officials for his work.

After navigation opened up Foster immediately went to work as a pilot and up to the time he left he had piloted over 200 boats through. For this work he received

nearly \$12,000, and he thinks that he succeeded in earning as much money in the same length of time as any man in Alaska. Foster ran a street car at Astoria, before he went to Alaska, and he is now thinking of buying a few shares of stock in the company of which he was once a humble employee. Foster brings the very latest news from the interior of Alaska, as just before he left White Horse rapids he met Maj. Steele, who had just arrived from Dawson. Maj. Steele is in charge of the Canadian mounted police, and his trip from Dawson was made purely on official business. Foster states that the last murder was committed on the McClintock river by Indians, and that the name of the murdered man and his partner, who was wounded, were published in the Post-Intelligencer a short time ago, together with the complete details of the tragedy. In an interview yesterday afternoon, Foster said:

"I left Seattle for Alaska last August and finally reached Dawson. I prospected some in the Klondike, but my supply of provisions commenced to run short and I thought it would be advisable for me to leave, as I was not one of the Klondike miners and did not locate a claim worth thousands of dollars. I accordingly left Dawson on February 28 and for the past two months I have been at the White Horse rapids and Tagish post. As I previously stated, I engaged in the business of piloting boats through the White Horse rapids and up to the time I left, on June 12, I acted as pilot for 217, including a few steamers. I was paid well for my work, the average price ranging from \$20 to \$125. In one instance I received \$200 from the Canadian Commercial bank, of Victoria, for taking the steamer Bellingham through the rapids. The Bellingham was the first steamer to go through, and she carried only the crew and the representatives of the banking company. Aboard the boat were safes, and in fact everything else necessary to establish a bank. The bank is to be located at Dawson, while the steamer is to ply on the Stewart river. I commenced to act as pilot on May 22, just four days after the ice broke, and up to the time I left, on June 12, 9,000 boats had passed, 300 of which were swamped while shooting the rapids and going through the canyon. The number of lives lost up to date as a result of failure in attempting to shoot the rapids is about ten, and that was

largely due to incompetency on the part of men who make pretensions of being first-class pilots. Sergeant Richards, of the mounted police, finally gave strict orders prohibiting men who were not at the White Horse rapids during the season of low water from acting as pilots, as they were not acquainted with the deadly passages and were not able to locate the extremely dangerous points. Since this edict not a life was lost.

"The mounted police estimate that nearly 17,000 boats have yet to pass through the rapids, and most all of them are now at Lake Bennett or Lake Lindeman. This estimate may seem high, but I assure you that there are more people in Alaska than is generally believed. The number of people carried in each boat varies. I have seen boats with only two passengers, while again others have carried as high as twenty, so it is almost impossible to estimate the number of people who have already gone down the river or the number who expect to go down. McCauley's tramway at the White Horse rapids was completed on the evening of June 7, and much of the difficulty now incidental to a trip down the Yukon will in the future be eliminated. The four Indians arrested for complicity in the murder committed on the bank of the McClintock river are still at Tagish post, and for awhile a lynching was threatened, and I am surprised that the quarets were not strung up long ago, as the murder was most cowardly. It is thought that most of the shooting was done by the Indian known as 'Tagish Jim,' and his chances of being hanged are extremely good. People now have a deadly fear of the Indians, as since the last murder a large quantity of provisions and other articles which go toward making an outfit have been found cached in many places. The theory is that the Indians have murdered many prospectors, took their bodies in rivers and then stole the outfits. A stricter watch is now being put on the Indians by the mounted police, and I believe that the people will eventually make a good example of the quartette now under arrest.

"No, the water in the Yukon river is not lower than it was last year. On the contrary, it is higher than it has been in many years, a condition conducive to easy travel down the river. The report that the water is lower than ever is decidedly erroneous.

"Before leaving White Horse rapids I had a long conversation with Maj. Steele, the last man out from Dawson, and he informed me and many others that the output of gold this season would be at least \$22,000,000. The major also stated that one of the boats running from Dawson to St. Michael would alone carry \$12,000,000 in gold. I consider the estimate made by Maj. Steele a decidedly conservative one. He also stated that the Klondike was overcrowded with men who are not accustomed to hardships, or in fact hard work of any kind, and that many of them had practically decided to return to the United States. The output of gold, I was told, will be larger than was ever expected by the most sanguine, and I expect another big rush to Alaska this fall. I will return in the fall.

"Maj. Steele also said that food in Dawson is plentiful and cheap, it now being possible to buy flour for \$6 per sack, which is considered a very low figure."

The other passengers brought to Seattle on the Utopia were: S. Seward, B. M. Vickman, J. C. Perry, Mrs. Perry, C. H. Carry, N. J. Snyder, J. A. Pramie, G. C. Maroney, F. Lane, Mr. Kershbaum, G. Falconer, R. Wortzman, Mrs. Gross, John Hanson, N. H. Young, G. Olsen, F. Crossland, B. Legg, W. H. Ford, J. C. Whitney, W. H. Fife, C. C. Barnett, G. M. Mason, W. L. Foster, C. W. Hooper, N. McNeil, A. G. Batman, A. Farmer, C. Longquist, A. Reid, H. C. Regley, F. Marlo, W. Louben, J. Marter and C. F. Nobel.

Capt. F. M. White, of the Utopia, reports that work on the Skagway railroad is progressing all right, and that Contractor M. J. Heney, who has charge of the work, now has a force of 400 men employed. There are tools and all other necessary equipment and supplies to afford employment to at least 1,200 more men, and the contractor is anxious to hire that number. Good wages are paid. The laborer receives \$3 per day, while men more skilled receive much higher compensation. Capt. White reports a pleasant voyage. The Moran fleet, the captain says, was at Juneau when he left, and he spoke with much satisfaction when he said that every boat was in good condition. The Laurada was not sighted, for the reason that she took the outside passage.

RELIEF FOR THE KLONDIKE. Coming Conference With Two Canadian Officials.

Secretary Alger has received word that two Canadian officials will arrive in Washington tonight to confer with him respecting the relief work for the Klondike country. They are Mr. Clifford Sifton, minister of the interior, and Mr. J. A. McKenna of the same department, and they come to Washington by invitation of Secretary Alger, because the latter, who originally intended to go to Ottawa to consult with the officials, has been suffering from an attack of grip, which confines him closely to his home, and so has been compelled to abandon the trip. It is hoped that by a personal conference with the Canadian officials the Secretary will be able to arrange for the issue of a permit from the Canadian government for United States troops, to the number of fifty in all, who will serve as guards for the relief expeditions, to pass through Canadian territory with their arms. Another object is to adjust some customs questions that are involved in the sending of the expeditions, such, for instance, as the remission of duties on the food supplies that are to be sent in, and still another object is to secure the co-operation of the Canadian mounted police, which, it is not doubted, will be cheerfully extended, and will be of the greatest value through the thorough familiarity of these hardy men with the country through which the expedition must pass.

A cablegram was received today by the Secretary from Mr. Kjellmann, the government reindeer herder, who is now in the town of Alten, Norway. He reports, in answer to Secretary Alger's direction, that he is busy collecting the reindeer needed for the transportation of the supplies to the Klondike.

The inquiries made by the War Department in regard to the feasibility of securing promptly an adequate supply of condensed food is already bearing fruit, and samples are beginning to arrive at the department of all kinds of dessicated vegetable preparations, many of them put up in compact and attractive forms, which are guaranteed to contain in the smallest possible compass and weight all of the component parts of beets, spinach, turnips, parsnips and almost all of the kitchen vegetables which are supposed to be so much desired by the miners in the Klondike.

September 1, 1897.

For the Presbyterian Banner.

From Port Townsend, Wash.

BY REV. ROBERT BOYD.

Notwithstanding the fact that the season is far advanced, the rush to the Klondike gold fields is unabated. Last Friday the steamer Al-Ki left this port loaded to the guards with men, horses, provisions, etc., etc., northward bound. Passengers and freight on ocean steamers from San Francisco for Alaska are transferred at this port.

Among those to take the Al-Ki here were Mr. J. P. McCormack, of New York, and thirty-five miners. The mission of this gentleman is of unusual significance, as he may be able to open the blockade now existing at Dyea where thousands are waiting to get over the almost insurmountable Chilkoot Pass, which leads to Lake Linderman. He is manager for an eastern syndicate, whose purpose it is to construct a wire cable tramway for carrying passengers and freight over this Pass. He seems to be a practical business man, and has the most confidence in the enterprise. He says: "It is the aim of our company to give rapid transportation facilities to as many thousands of persons and their outfits as desire to travel to and from the Klondike by the Dyea route, and I entertain not the slightest doubt that the system of wire cable which will be in operation in less than twenty-five days after I arrive there will easily handle all traffic and safely land the same at Lake Linderman in sufficient time to reach the gold field before the river is frozen. This, however, will be a temporary structure as compared with the permanent one which will be in active working order for the big rush of gold seekers who will wish to enter that country in the spring."

I noticed that this cable was from Trenton, N. J., and at this point he secured several thousand feet of lumber and he further said that the undertaking had been examined by the best engineering science available, and the word "failure" is not considered, and I learn that sufficient capital is behind the project to carry the gigantic undertaking to a successful issue.

The last steamer to sail was the popular excursion boat, The Queen. She landed here on Sabbath at 2 and was detained until 10 P. M., loading over 200 tons of freight from San Francisco. Her passenger list was large and I had the pleasure of meeting an old friend on board, Rev. S. H. Young, recently of Wooster, Ohio, but now missionary to the Yukon. Rev. G. A. McEwen, of St. Louis, accompanied him. This gentleman has practiced medicine for a time, and goes as medical missionary. Our Board of Home Missions did not have the funds for undertaking new work, but funds sufficient to outfit them and support them for at least a year were promised by friends of missions in New York City—provided Rev. Young would go and preach to the miners. They were interested in his ten years' missionary service in Alaska. In

1878 I was somewhat surprised one day to receive a call from him. This was in Walla Walla, when he was on his way to Fort Wangel, Alaska, and he was desirous of visiting the Nez Perce Indians in Northern Idaho. Having a team of small cayuses, I accompanied him to Lapwai Agency, the scene of those devoted missionaries, Henry Spaulding, John Montieth and Miss Sue McBeth.

It is not to be wondered at that our meeting on Sabbath was highly enjoyable, especially when we consider the fact that we were reared in the same church, Butler, Pa., where his father, Rev. Dr. Loyal Young, was pastor for over thirty-four years, and my father was an elder for a long time.

These brethren expect to land at Ft. Wrangel and try the Stickeen River route. While it is longer than either the Dyea or Skaguay routes, they believe at this time of year it is less liable to be blockaded by snow storms and that they can reach the gold fields after a trip of eleven hundred miles inland before winter. Several of the Klondikers attended our Sabbath evening service.

A rather singular incident occurred the other day on a sound steamer. Two ladies, one of Seattle, the other of this town, and strangers to each other, but they engaged in conversation on the all-absorbing topic of the gold field. The Seattle lady said that her husband was determined to go and try for his fortune, and she was just as determined to go if he went, for she could not endure the idea of separation for so long a time. To this he seriously objected and they finally arranged to sell all they had and when he took the ocean steamer she would take the train for Portland, Oregon, to live with relatives. The sad farewells were said and tears shed, but when his vessel left the dock she went up town and got her complete Alaska outfits for herself and

boy which she had prepared on the sly, then took a steamer for Townsend, where his boat would be detained. Her plan was to board his vessel here and remain inognito until they were out at sea, then surprise her husband. Of course the lady of this place was interested and asked that she might be informed of the sequel to the romantic way of getting rid of a husband who had the gold fever, also asked the lady's name. It was given as Mrs. John Brown. "Any relation to the famous John Brown, of Harper's Ferry?" "Well, my husband is a grandson of his." "Indeed!" Then Mrs. Brown said, "And pray what is your name?" "Mrs. Hebert Beecher," was the reply. "Any relation to the famous Henry Ward Beecher, of Brooklyn?" "Well, my husband is his son." "Indeed!"

The steamer Portland was the first one to bring a large number of the successful miners to civilization and cause the great discovery to be known. She is almost due again and is awaited with great anxiety. As soon as she is sighted off Cape Flattery, 100 miles down the strait, a tug will be dispatched from this port to get the news. Several reporters for leading papers on the coast are impatiently waiting to board the tug, intercept the steamer, obtain the news, return, and from this point telegraph to the world the very latest tidings.

Wednesday, Aug. 25, 1897.

GOLD-SEEKING ENTERPRISE.

Buying Machinery to Go Over the Chilkoot Pass.

PORTLAND, Ore., January 19.—D. D. Stewart, who arrived from Dawson on the Corona at Seattle, came to this city and deposited \$20,000 in gold dust with a safe deposit company. Stewart is a partner of Alexander McDonald, the Dawson millionaire, and is on his way to San Francisco to buy machinery for mining in Alaska. It is his intention to rush the machinery over the passes as far as Lake Bennett and wait for the river to open.

John Gregor, also a passenger by the Corona, passed through here en route for San Francisco with a valise containing \$46,000 in gold dust.

A SONG OF KLONDIKE GOLD.

On a Wager Col. Fred Wilson Engages to Sing on the Summit.

There are many ways of making an honest dollar, but one of the most unique methods that has come to our notice is the one adopted by Col. Fred Wilson, of New York. Mr. Wilson is a song writer of some note, and engaged with a large eastern publishing house to write a song about the "Klondike Gold." He had not only to write the song but under the terms of the engagement, was compelled to travel from New York and sing the song on top of the Summit. Copies of the song were to be distributed along the route and the proceeds were to defray his expenses. For all of this the Colonel is to receive \$500.

Many a man provided with plenty of means has been deterred from venturing on the trail, but Col. Wilson is made of sterner stuff. A few days ago he stood on the top most point of the Summit and, with a blinding snow storm raging about him, fulfilled his part of the agreement. We publish below the song complete:

KLONDIKE.

The craze is on, we're getting wild,
From father, son, the maid and child,
You'll hear these words, "Come with a smile,
Let's join the throng at evening tide."
Then from Seattle we can run
To far off lands of midnight sun.
With heart and spirits, light and bold,
For Eldorado's field of gold.

CHORUS.

Across the mountains, white with snow,
Thro' Chilkoot Pass, so I've been told,
To where the Yukon river flows,
Down to Klondike and search for gold.

YODEL.

Tra-la-li-o-u-li-ul-le-lay,
Speed a-way, ul-le-lay,
Tra-la-li-o-u-li-ul-le-lay,
For the gold! gold! gold! gold!

First get your grub stake and supplies,
With strong, rough clothing, if you're wise,
A good Winchester you will prize,
With dogs and sleigh you'll onward glide.
Crack, crack the whip—away you go,
Be not afraid tho' speed is slow.
Think of the stories oft times told,
About Alaska's field of gold.

TO KLONDIKE.

A British Railroad is to be Constructed.

Scripps-McRae Telegram.

Montreal, Que., Jan. 28.—Arrangements have been made by the Canadian government for a steamboat and railway line to the Klondike gold region. The plan includes the construction of a line of railway from the headwaters of the Stickeen river to the headwaters of the Yukon river.

The railway is to be in operation by Sept. 1, 1898. It will cost \$6,000,000. The company will get 25,000 acres of land for each mile of road.

THE GOLD FIELDS OF THE YUKON

Springfield (Massachusetts)

MAY BE THE WONDER OF THE WORLD

Jan 9, 1897
Signed Statement by J. Edward Spurr,
Head of the Expedition Sent Out by the
United States Geological Survey.

Close to the waters of the Yukon river, in Alaska, lies what the government now pronounces the coming gold mining center of the world. Here for the first time is told by J. Edward Spurr, chief of the party sent out by the government geological survey to thoroughly examine the gold fields, the truth concerning what has hitherto been largely veiled in mystery. There is little about the country, beside its mineral wealth, to invite. In the short summer, clouds of mosquitoes descend on the

in the popular mind, since they are remote from civilization and in a country about which little is known, and which is, on account of this uncertainty, dangerously attractive to the average man. This gold-producing country of the interior is mostly in the vicinity of the Yukon river or of some of its immediate tributaries. The most productive districts hitherto have been the Forty-mile district, which lies partly in American and partly in British territory, and the Birch Creek district, which lies in American territory. Some gold diggings are also supposed to exist on Stewart river, and some gold has been shipped from the Koyuk. During the latter part of the past season diggings were also found on the Klundek and Indian rivers near Forty-mile. Another place concerning which there have been vague rumors of gold, causing a stampede of many unprepared and unfitted men, is the Cook Inlet country, which lies on the coast above the mouth of Copper river, a situation remote alike from the mines near Juneau and from the placer mines on the Yukon.

In all this immense country over which placer digging is carried on, or has been carried on, I estimate that there are about 2000 miners. These are mostly in the Yukon dis-

tricts. These districts lie in a broad belt of gold-producing rocks having a considerable width and extending in a general east and west direction for several hundred miles. Throughout this belt occur quartz veins which carry gold, but so far as yet found out, the ore is of low grade, and a large proportion of the veins have been so broken by movements in the rocks that they cannot be followed. For this reason, the mines in the bed rock cannot be worked except on a large scale with improved machinery, and even such operations are impossible until the general conditions of the country, in reference to transportation and supplies, are improved. Through the gold-bearing rocks the streams have cut deep gullies and canyons, and in their beds the gold which was contained in the rocks which have been worn away is concentrated, so that from a large amount of very low grade rock there may be formed in places a gravel sufficiently rich in gold to repay washing. All the mining which is done in this country, therefore, consists in the washing out of these gravels. In each gulch prospectors are at liberty to stake out claims not already taken, the size of the claims being determined by vote of all the miners in each gulch, according to the richness of the gravel. The usual length of a claim is about 500 feet along the stream, and the total width of the gulch bed, which is ordinarily narrow. When a prospector has thus staked out his claim, it is recorded by one of the miners who is elected by his fellows in each gulch for that purpose, and this secures him sufficient title. The miners' laws are practical

ly the entire government in these districts, for the remoteness prevents any systematic communication being carried on with the United States. All questions and disputes are settled by miners' meetings, and the question in dispute is put to popular vote. In prospecting, the elementary method of panning is used to discover the presence of gold in gravel, but after a claim is staked and systematic work begun, long sluice boxes are built of boards, the miners being obliged to fell the trees themselves and saw out the lumber with whip saws, a very laborious kind of work. The depth of gravel in the bottom of the gulches varies from a foot up to 20 or 30 feet, and when it is deeper than the latter figure it cannot be worked. The upper part of the gravels is barren, and the pay-dirt lies directly upon the rock beneath, and is generally very thin. To get at this pay-dirt all the upper gravels must be shoveled off, and this preliminary work often requires an entire season, even in a very small claim. When the gravel is deeper than a certain amount—say 10 feet—the task of removing it becomes formidable. In this case the pay-dirt can sometimes be got at in the winter season when the gravels are frozen hard by sinking shafts through these gravels and drifting along the pay-dirt. The pay-dirt thus removed, is taken to the surface and washed out in sluices when the warm weather begins. This underground working is done by burning instead of blasting and picking. A fire is built close to the frozen gravel, and when it is sufficiently thawed, it is shoveled out and removed. The stripping off of the upper gravels which has been mentioned, can be done only in the comparatively short summer season when the surface thaws.

The ordinary method of getting into the Yukon country is by crossing the Chilkoot pass from Juneau, down the Lewes and Yukon rivers to the gold districts. The usual time for starting is in April, and a large part of the journey is made over ice which fills the lakes and rivers at this time of year. By this early

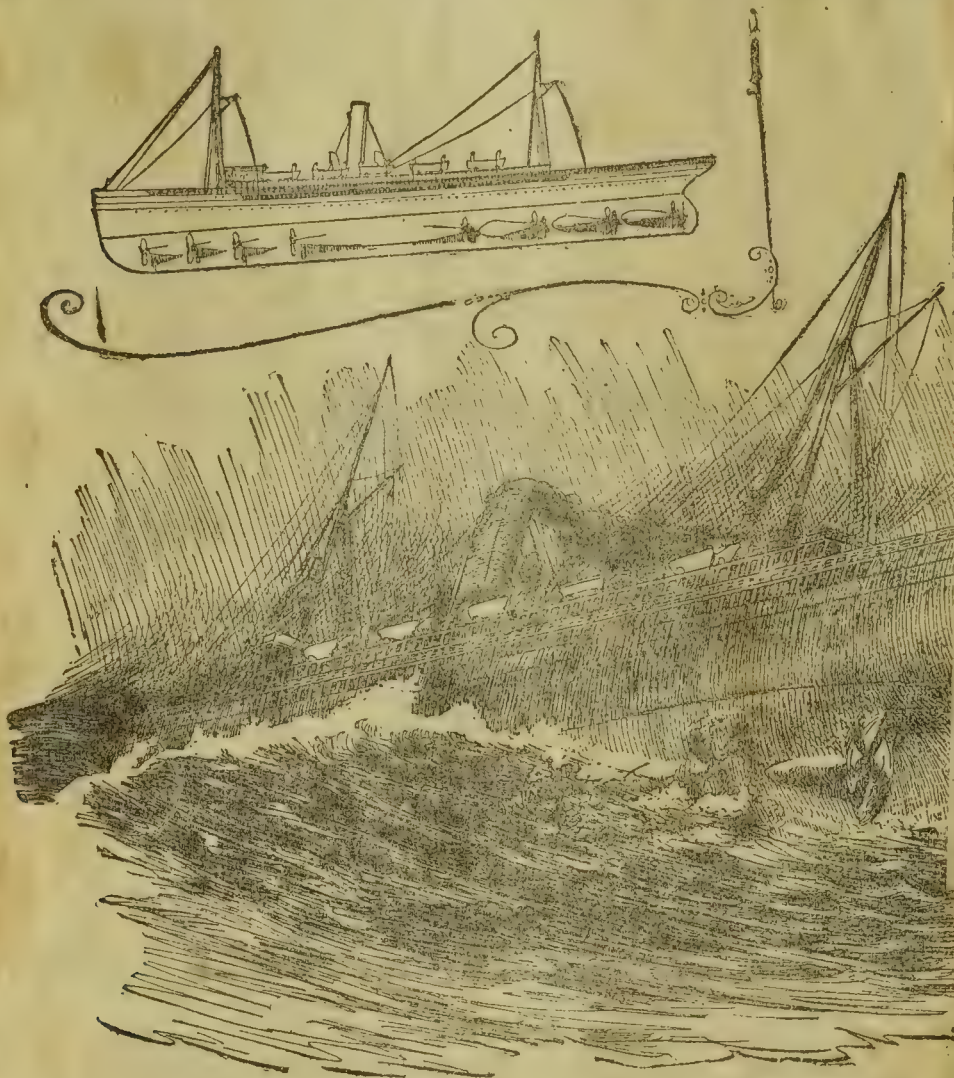
starting a large part of the season available for working is obtained. Not every comer can find new diggings which are profitable, and many of them are glad to work for wages. The ordinary wages in summer are \$10 per day, but 60 days is considered about the average number for summer work, so that the total earnings are not so great as will appear at first sight; and the prospects for work during the remainder of the year are slight. The journey over the pass and down the Yukon is one of great difficulty and hardship, especially as all supplies have to be carried along. The pass itself is difficult to cross, the lakes are subject to violent gales, and there are a number of very dangerous rapids. Once in the country the new-comer finds himself no more comfortable.

During the summer season, when the days sometimes are really hot, there are swarms of mosquitoes and gnats which have not their equal in the world, and which are enough alone to discourage most men. I have heard stories, which I can readily believe to be true, of strong and hardy men being so tormented by these pests while on the trail through the swamp to the Birch Creek diggings that they

broke down and sooner in utter despair. The method of reaching this and other diggings consists partly in pulling a loaded boat against a swift stream, and often over rapids, and partly in trudging through the swamp or over a rough mountain trail with a heavy load on one's back. In winter the thermometer falls so low that it cannot be measured by any available means. It is certain, however, that it reaches 70 degrees below zero. During all this winter season very little can be done, and as darkness exists most of the time, life often seems intolerable.

The actual expenses of getting into the country are considerable. Indians must be hired to do a part or the whole of the transportation of supplies across the Chilkoot pass at very high wages, and the cost of the necessary outfit is in itself considerable. On arriving at the diggings provisions are often not obtainable at any price; or if they are to be had, the variety is slight. The supply is always uncertain, depending upon the lateness of the spring and of the fall. Owing to the difficulty in bringing in supplies, prices are very high at the river posts and much higher in the diggings. The freight alone from the coast to the diggings costs as high as 50 cents a pound, so that when one eats potatoes at \$1 a pound and bacon at 85 cents a pound, other things in proportion, the cost of living is enormous, and even employment at \$10 per day for 60 days out of the year will not enable a man to grow rich very rapidly. Even employment for wages, moreover, is scarce, there being several applicants for every job. Owing to the high price of supplies, no claim that does not pay at least \$10 a day to each man working can be worked except at a loss. Many competent men who engage in mining here and work faithfully experience failure, and are unable to earn enough to buy provisions.

In such a situation it is very difficult to make one's way out of the country, for the journey up the river along the usual route requires upward of 30 days' hard work, and provisions must be bought for the trip. The trip down the river and back to civilization by steamer is very expensive, and of late years the number seeking to get out in that way has



ELECTRIC SHIP WITH 14 PROPELLERS, TO TRAVEL

yellow land, like the pestilence of ancient Egypt. In the long winter the cold is so severe that mining can only be carried on during the sunshiny days. Yet Prof Spurr tells us that this is a country which for placer mining will exceed California's palmiest days. To gather the gold, however, much valuable machinery is necessary. So it will be seen that it is going to be a hard fight the seeker of wealth will have, who tries his chances with fortune in the Yukon gold fields. This is what Prof Spurr says:—

Much has been written of late concerning the possibilities of Alaska as a gold-producing country. As a matter of fact, the production of the present year may be roughly estimated at \$3,000,000; this amount, however, comes from an immense region of half a million square miles, or about one-quarter as large as the United States. Of the mines which produce this gold, some are in the bed rock, while others are placer diggings. The bed rock mines are few in number and situated on the southeast coast, which is the most accessible part of the territory. The chief one is the great Treadwell mine near Juneau, and there are also important mines at Berner's bay, at the island of Unga and other places. Most of these mines, however, are in low-grade ore, and the production is only made profitable by means of careful management and operations on a very large scale. The placer mines are those which occupy the most prominent place

in the popular mind, since they are remote from civilization and in a country about which little is known, and which is, on account of this uncertainty, dangerously attractive to the average man. This gold-producing country of the interior is mostly in the vicinity of the Yukon river or of some of its immediate tributaries. The most productive districts hitherto have been the Forty-mile district, which lies partly in American and partly in British territory, and the Birch Creek district, which lies in American territory. Some gold diggings are also supposed to exist on Stewart river, and some gold has been shipped from the Koyuk. During the latter part of the past season diggings were also found on the Klundek and Indian rivers near Forty-mile. Another place concerning which there have been vague rumors of gold, causing a stampede of many unprepared and unfitted men, is the Cook Inlet country, which lies on the coast above the mouth of Copper river, a situation remote alike from the mines near Juneau and from the placer mines on the Yukon.

exceeded the carrying capacity of the few steamers. Last year fully 150 men who wished and intended to leave the country by steamer were unable to do so, and are still there.

Under the conditions which now exist, there are quite enough in the Yukon district already, and the object of this article is to discourage people from rushing there without due consideration. Probably 99 out of every 100 men are unfitted by nature for such a life as Yukon mining necessitates, and had much better never make the attempt. The hundredth man must be a miner and frontiersman by nature, strong and patient, a hard worker, and a lover of a secluded life. Even such a man will very likely fall on account of the large element of chance, and the most successful miner obtains only a few thousand dollars in profit after a number of years patient work.

Any great increase in the number of men going into the Yukon district would be disastrous, on account of the strict limits of the food supply and facilities for transportation. The result would be famine, disorder and failure. Several years ago this actually happened, when all the Forty-mile miners were without food, and were obliged to travel down the Yukon over the ice to St. Michaels in the dead of winter, a terrible journey of nearly 2000 miles. At that time there were only a few men in the country, but if the number had been very much larger, even this resource would have been impossible.

My general advice to the average man intending to go to the Yukon gold district is—to stay out. Many men go there every year and suffer hardship, failure, loss of capital, and sometimes of health. If any one undertakes the trip, he should take with him enough supplies to last as long as he intends to stay—one year, two years, or whatever amount. He should have money enough to last him into the country and out again, if necessary, and should start early enough in the season to enable him to return up the river if he intends to come out the same year, for the facilities for transportation by steamer are likely to be entirely inadequate. J. EDWARD SPURR, United States Geological Survey.

It is more than probable that the next five years will see an army of adventurers and a host of legitimate miners brave the dangers and the discomforts of this locality, which, unlike California, will never be made to blossom like the rose, though it may yield the riches of the Indies.

FORTUNE SMILED

ON MRS. AYLWARD.

The Queen of Forty-Mile Creek
Returns From Alaska Laden
With Gold.

Romance of a Woman Who Found
Husband and Wealth in
the North.

WORKED A CLAIM WITH SUCCESS.

She Won Her Way by Pluck and Re-
turns to Oakland to Tell
of Her Riches.

Mrs. A. Aylward, the first white woman to venture into the wild region around Forty-Mile creek, Alaska, returned to Oakland yesterday a rich woman. She has had most interesting and exciting experiences, and was compelled to endure great hardships during her two years' stay in the far north.

The point at which Mrs. Aylward and her husband located is some fifty miles north of Circle City. There they started to make a search for gold, and at last succeeded in finding it. Mrs. Aylward was known as the "Queen of Forty-Mile Creek."

For years Mrs. Aylward was a servant in aristocratic families in Oakland. Two years ago she accompanied the family of Captain Healy up north, acting in the capacity of a domestic. She had only been in Alaska a short time when she met Mr. Aylward, a young man who was about to start for Forty-Mile creek in search of a fortune. He wanted a partner, and as he took a great liking to the woman, he asked

her hand in marriage. After a long and wearisome journey Mr. Aylward and his wife took up their claim. They were persistent, and at last struck a lead that has netted them a fortune.

Mrs. Aylward has been in Oakland a few days. She is going to Ireland to visit relatives. Yesterday she was the guest of Mrs. J. B. Dyer of 1257 Jackson street. Then she paid a visit to Mrs. Joseph Dyer, daughter of Dr. Selfridge. She had a message for these people from Joseph Dyer, the young society man who is seeking gold at Forty-Mile creek. Young Mr. Dyer has been gone over a year, and few letters have been received from him on account of the uncertainty of the mails. He was a neighbor of the Aylwards, so the visitor could tell his relatives all about him.

Mrs. Aylward started for Portland this evening. She will go East over the northern route. Mr. Aylward remains in Alaska to work the claim.

Water Fowl in the Far North.

A part of the regular fare on the Yukon steamboats is wild goose. At the first meal one is likely to approach this rare bird with a feeling of thankfulness that one's lines are cast in such favored places. But this responsive condition of mind does not hold its place very long, for wild goose soon ceases to be a joy, and becomes one of the hardships of the country. The bird is taken during its nesting season or at its conclusion, and is preserved in brine as pork is pickled. The trade in "goose breasts," as the product is called, and in the eggs has become a considerable item of local commerce. Seven or eight varieties of ducks and the different kinds of swans also are taken and sold under the same comprehensive name.

The summer haunts of the water fowl of North America extend over a wide area of British America and Alaska. Wherever there are stretches of marsh land they come in greater or lesser numbers, but their favorite nesting places are along the shore of Bering Sea, where there are many thousand square miles of low swamp or grass land, called tundra. The numbers of water fowl of all kinds are decreasing, but it is only within the last few years that this fact has become more apparent. Various gun clubs are becoming interested in the question. The Fish and Game Commission of the State of California is making an investigation in the hope of finding a remedy to save them from extermination, and I am informed that Congress has made an appropriation with the same end in view.

Anyone with an idea that the guns of the sportsmen are any sort of a factor in the extermination of the birds should visit Alaska during the nesting period. From time immemorial the Eskimos have taken eggs and fowls during the short season they were available. There is no system of "candling" eggs to determine their grade in vogue among the natives. An egg is an egg to them at any period of incubation, and as long as the season lasts they live in riotous plenty.

Formerly they were contented with what they could eat during the season, but since they have become better acquainted with white people, they have learned more thorough methods, and now they provide eggs and birds to last the whole year through. They dry or pickle the flesh, and the eggs are preserved in barrels of muckaluck—walrus oil. An addled goose egg kept about a year in rancid oil appeals strongly to an Eskimo's peculiarly cultivated taste.

Of late years the outlet for the product of water fowl has become extended, and the eggs and geese have become regular articles of sale. In addition to their natural craftiness in hunting the natives have learned system from the whites. An egg taken at any time during the season is eatable, but to be salable it must be fresh, so the Eskimos divide their territory among themselves, and make a systematic round of the nests each

day during the laying season. They get an egg every day from each goose's nest, and finally, when her spirit is broken, and she refuses to yield longer, she is snared with a noose of sinew and goes into pickle, while her nest is left off the route.

The geese do not fly during the period of nesting, but the marsh grass and low bushes offer a place of refuge from their pursuers. That they are not exterminated in one season is due to the fact that there are not enough natives to cover the whole ground systematically. As it is, they make excursions daily in their muckaluck canoes into new fields, and in a few hours are able to load their little boats. They take many young goslings before they are old enough to run. The fresh eggs and the old birds are traded to various white dealers, the cost of the eggs to the latter being about 25 cents a hundred, yet last fall they were shipped to Forty Mile and sold at \$1 a dozen. Another outlet for the product is among the whalers who touch at Bering Sea points. It is also traded to the Yukon Indians for furs and salmon, or even sold back to the Eskimos after they have exhausted their own supplies.

On the broad expanse of the tundra and the delta of the Yukon and along the coast either way from the river the wild fowl have been peculiarly plentiful, but are year by year becoming less so. It is the habit of the birds to return to their native place for nesting, and as a consequence, when the stock of any locality is exhausted, there are none to take their place, and over much country where they were formerly endless flocks now there are none. The Eskimos are at great pains every year to find out good hunting grounds, in spite of the fact that with their light-draught boats, rigged with sails, they are able to patrol a vast deal of coast line, penetrating innumerable inlets that otherwise would be free from intrusions.

Although the ducks are raided and suffer depletion, they are more wary than geese, changing their nests if disturbed, or if pursued too closely, moving to another locality. The lakes far inland are their favorite breeding places, and nobody knows how many such bodies of water there are in Alaska. They are a part of every river system—beautiful lakes, with shores abounding in grasses and succulent herbage.

The only salvation for the water fowl of North America seems to be in our Government co-operating with Canada for their protection. We have no moral right to deprive the natives of the use of the full-grown birds for food, but if they are prohibited from taking the eggs at any time it would change the present rate of extermination into a perceptible increase in the size of the flocks. Eskimos are obedient and law abiding when they understand their duty, and a few game wardens could maintain the restrictions over a great territory.

MAIL SERVICE TO ALASKA.

Post. mar. 30
B. C. Richardson, of Seattle, Awarded the Contract at \$56,000 Yearly.

The Postmaster General yesterday awarded the contract for carrying the mails from Juneau to Weare, Alaska, to B. C. Richardson, of Seattle, Wash., at an annual compensation of \$56,000. Weare is at the junction of the Yukon and Tanana Rivers, and the route is 1,618 miles long. The contract provides for two round trips a month for a period of four years, beginning July 1, 1898.

The contractor obligates himself to provide supply and relief stations, and to stock them with ample supplies and provisions, reindeer, and dogs. The contract also calls for Laplanders, carriers, and dog teams in sufficient numbers to insure regularity of service. The principal intermediate points on the route are Dawson City and Forty-Mile, Canada, and Circle City, Alaska.

The Canadian government has consented to the establishment of necessary supply stations on her territory, and the Postmaster General believes this arrangement will guarantee a regular mail service to the people of that region.

Mail Service in Alaska.

The Post-office Department yesterday awarded to P. C. Richardson, of Seattle, Wash., the contract for carrying mail between St. Michael's and Weare, Alaska, a distance of 900 miles. The contract, which was let for \$23,000 per annum, is for a period of four years from July 1, 1898.

Post. Apr. 12, 1898.

THE KLONDIKE REGION

Experiences of Young Washingtonian in the Frozen North.

Mr. B. B. Phillips Tells of Life in Gold Country—Letter to His Mother.

Those who have friends or relatives in the Klondike region, as well as those who contemplate going to that part of the world, will doubtless find interesting the following letter, just received by the mother of Mr. B. B. Phillips, a young Washingtonian, who left here a few months ago to seek fortune in the frozen land. The letter was dated at Dawson City, October 3, 1897:

"Yesterday was 'letter day' with every one here. After much delay, owing to the low state of the river, a lot of mail, twelve sacks and about 10,000 letters arrived. Such a scramble for mail you never saw. Christmas at one of the city post offices was not a circumstance to it. It wound up by almost every one going away happy, as in almost every case there were letters from absent loved ones.

"I hardly know how to begin to describe my trip in the country, and what I have done since I have been here. My last was from Lake Lindeman, just as we were about to embark, so I will not try and rehearse what was done on the trail from Dyea to the lake, but from the lake on.

"After two weeks' hard work we built our boat, a most substantial craft, christened it the 'Lillian' and started for this burg July 27, and arrived here August 12.

Mosquitoes and Heat.

"Our trip in was a most pleasant one, aside from the mosquitoes and occasional heat. The journey was mostly by river, with a strong current in our favor, save in the fore part of the trip, which was through a chain of lakes. The scenery at times was grand, and at all times was pleasing to the eye. While passing through the lakes we caught numerous fish, some of good size, which were most palatable after a steady diet of bacon and beans, varied with fruit. I had the honor of catching the largest fish and only genuine salmon. It weighed twenty-seven pounds, and was the finest-flavored fish I ever ate of. We also had several varieties of wild berries, strawberries, currants and gooseberries. It was like torture to get these latter, owing to the fact that you had to go in the woods for them, and the mosquitoes and the small yellow gnats made life miserable. They were bad on the river, but a thousand times worse in the woods.

"We ran the Saugon and White Horse rapids successfully. These latter are considered the most dangerous pieces of water that one has to contend with, but with a staunch craft and a good pilot one can navigate them successfully.

"On the left bank of the river near the rapids are to be seen twenty-five graves, telling the fate of some who have tried to navigate this water. There is no doubt in my mind that many others have tried and failed, and that death and the river have claimed them, and the world wonders what has become of them.

Selects a Camping Place.

"I would like to fully describe the last two pieces of water, but space will not permit. To make a long story short, we arrived here on the date given above, and pitched camp at a small suburb of Dawson, called Louse Town. It hardly deserves its name, for, save for mosquitoes and gnats, it is exceptionally free from vermin of any sort. We selected Louse Town as a camping place, for it seemed more healthy than Dawson at that time, as typhoid fever was prevalent in the city. Louse Town is old Klondike, and is just across the river from Dawson City, or the new Klondike.

"My experience here has been varied. I have not worked for wages much, if any, but have spent most of my time tramping around, trying to acquire mining properties, and have succeeded in becoming interested in several.

"Of course, most of the claims are on new and undeveloped creeks, so their value is problematical. I think that I have one good one, however. It is on Deadwood

creek, about four miles down the river Yukon and the opposite side from Dawson. I own the claim myself. I have just made arrangements to work it this winter.

"October 12.—I was interrupted, and as I saw no chance to send the letter out did not continue until today. A Mr. T. B. Carey of Seattle leaves for the outside tomorrow, and I will send this by him.

The Grub Scare.

"We are now in the midst of a grub scare and it bids fair to be a most serious one. The stores here are practically out of provisions, or at least have not enough to fill their orders in full, and are not selling at all to the public, save sugar, tea and evaporated onions. If you have not what is called a 'guaranteed order' you may go to them with tears in your eyes, but you will not get anything, save a pound of sugar, onion or tea. People have been pouring in of late. Some of them are hardly here before they either start back or go down the river to Port Yukon, where the companies have their storehouses.

"It seems to me that there has been poor management on the part of the trading companies, and almost criminal action on the part of the North American and Trading Company. Their representations to the people that had orders with them were that they would have plenty of 'grub' for all. Now, when the time arrives for them to fill orders and promises made, they put every one down in almost everything, and allow only one sack of flour to the man. It is simply impossible for a man to live on one sack during the winter here, unless they have a great abundance of other cereals, etc., which they are not getting from the company. The result of it all is that many are forced out of the country, and that those who are going out and those that have provisions to spare are asking enormous prices for them. Flour, in many instances, sells for \$100, usual price, \$6, and in selling an outfit it brings \$1.25 to \$1.50 a pound. This includes articles that sell on the outside for three-fourths of a cent a pound.

Beef \$1.25 Per Pound.

"I am in good condition for the winter; will have plenty of food of all sorts, save flour, and think I shall get that without having to pay an exorbitant price. A raft full of fresh beef arrived yesterday. Today it was put on sale. The owner of the beef took in over \$40,000 in gold dust. The prices ranged from \$1 to \$1.25 per pound.

"I have had some pretty tough experiences since I have been here—sleeping out in the cold weather, in the rain and snow without a tent. It does not seem, however, to have done me any harm, as I am well and hearty and have never been stronger in my life. I have grown a full beard and whiskers, but am told that I will soon have to cut them off, owing to the cold weather. It has been cold—down to 12 below zero—but as yet have not felt it much. A warm spell has just set in now, just above freezing. All the small streams and rivers are frozen over, but the Yukon is still comparatively free.

"I do not know when I will be able to write again, but do not be alarmed. If anything serious should happen you will be notified. The old adage will be in force this time, 'No news is good news.' Write often, and if anything of interest occurs, send me clippings in letter."

HOTEL LIFE AT DAWSON.

It Cost \$12 a Day or \$6.50 for Oct 18 a Bed. 1898

Conditions in Dawson City as they existed at the beginning of fall are sent out in a report made to the State Department by United States Consul McCook. He says the city has made rapid strides during August in the matter of building. There will be no lack of provisions or merchandise this winter. Prices of supplies are going down, owing to the large amount coming in, so that a fifty-pound sack of flour, which formerly cost \$8, can now be had for \$5.

"None but the wealthy," says the consul, "can enjoy hotel life at present, at \$6.50 per night for room, with a mixture of husks and straw for a bed, a candle for light and board at the rate of \$12 per day."

The consul says that typhoid is on the increase, causing many deaths, but would decrease October 1, when the frost began.

Eagle City, fifty miles below Dawson, was in a position to rival that city in another year, he said, and as a base of supplies would be more convenient, being inside of the boundary lines. Its site is marked on the United States coast survey map as Belle Isle on the Yukon. The territory for hundreds of miles around is said to be very rich. The future of Dawson depends on new discoveries during the coming winter.

THE RUSH TO THE KLONDIKE.

N. Y. J. Jan 21 1898.

SAN FRANCISCO PREPARED FOR THE TRANSPORTATION OF FIFTY THOUSAND PEOPLE.

San Francisco, Jan. 20.—The local transportation companies are preparing to accommodate the rush to the Klondike. The Pacific Coast Steamship Company has arranged a schedule that will give a five-day steamship service from to-day between San Francisco and Alaskan ports. The company expects to handle at least ten thousand passengers out of this city next month, and during the entire season the total tonnage in this port will, it is calculated, accommodate fifty thousand people.

About June 1 steamers will be placed on the run between this city and St. Michael's. The Alaska Commercial Company will run the steamers St. Paul, the Dora, the Bertha and the Portland, with an average capacity of fully three hundred persons each. These vessels will connect with the river steamers on the breaking up of the ice, and not less than two trips a month will be made from here.

The Pacific Steam Whaling Company will run steamers to Cook's Inlet and Alaska. These means of getting to the gold fields will be greatly augmented when the vessels now in course of construction are completed.

THE RELIEF EXPEDITION EQUIPPED.

Portland, Ore., Jan. 20.—The Government Alaska relief expedition, under the immediate charge of General Merriam, commander of the Department of the Columbia, is fully equipped to leave here on February 1 by the steamer George W. Elder. The personnel of the expedition consists of a total of eighty-seven officers and men. The officers are as follows: Captain George Ruhlman, in charge of transportation and quartermaster of the expedition; Captain D. L. Brainerd, commissary of subsistence, in charge of the distribution of supplies; Captain B. Eldridge, 14th Infantry, in charge of escort, with Lieutenant E. W. Clark, 14th Infantry, his subordinate; First Lieutenant Guy H. Preston, 9th Cavalry, in charge of the pack train, with First Lieutenant J. A. Ryan, 9th Cavalry, his assistant, and Lieutenant F. M. Kemp, assistant surgeon. There are 101 mules and nine horses in the pack train.

HIGHER RATES FROM NOW ON.

Seattle, Wash., Jan. 20.—The expected advance in rates to Alaska has been announced. The several transportation companies which control nearly all the business have agreed on an increase of \$10 to the passenger rate between Puget Sound points and Dyea and Skaguay, and a proportionate increase to Juneau and other Southeastern Alaskan points. The new rate to Dyea and Skaguay, which goes into effect at once, is: First class, \$50; second class, \$35. The rate on freight is advanced from \$10 to \$13 per ton.

Review of Reviews Oct. 1897.

The Klondyke gold region has held its own as a topic of first-class interest. In the face of reports of insufficient food supplies and impassible routes, the rush toward Alaska has continued almost unabated. A counter movement has set in, and many persons have been returning with grave warnings to those who were intending to try to reach the gold-fields this fall. Mass-meetings have been held in Seattle to awaken the country to the necessity of equipping relief expeditions to prevent dreadful disasters from starvation and the diseases that follow in the wake of bad or insufficient food supplies. Undoubtedly there has been a good deal of typhoid fever already at Dawson City, and it is not pleasant to think how much more there may be within the coming year. Meanwhile both American and Canadian capitalists have been making serious projects for improved transportation facilities, and by this time next year it is not likely that pack-horses will be used on the overland route from Dyea to the upper Yukon, but that a combination steamboat and railroad system will cover the whole distance. Continuous rains had made the trails impassible during a considerable part of August and September, and all traffic of men and goods was waiting for frost and snow. Dog teams will be much used when the snow comes, and there has also been a good deal of talk about utilizing the reindeer herd that has been increasing so rapidly in Alaska under the auspices of the United States Government.

NEW RULES FOR KLONDIKE

New York Tribune
CANADIAN CUSTOMS AND MINING REGULATIONS.

Jan 14 1897

DUTIES TO BE LEVIED ON ALL SUPPLIES—A WARNING TO THE PUBLIC—ARRANGEMENTS MADE BY MINISTER SIFTON.

Washington, Jan. 13.—In a few days the Treasury Department will make known the details of the arrangement recently concluded with Mr. Sifton, the Canadian Minister of the Interior, respecting the transportation of gold-seekers and freight to the Klondike. It is learned here from good authority that the Canadian Government is about to issue new customs and mining regulations applicable to that region. Last year, when there was an unexpected rush to the gold fields, the Canadian Government permitted the free entry of miners' blankets, personal clothing in use, cooking utensils in use, and one hundred pounds of food for each person, charging duty only on excess.

This year that privilege will be abolished, and customs duties levied on everything the miner takes in, except, practically, the clothes on his back. The Canadian Government does not wish to be niggardly, but is going to great expense to maintain police and establish courts of law, post-offices, treasuries for the safekeeping of the miners' gold, offices where drafts may be obtained for gold and other conveniences, and must obtain revenue to meet the outlay. Every one, regardless of nationality, is at liberty to enter the Klondike and take up mining claims subject to the Canadian regulations, but all supplies and outfits bought outside of Canada will be subject to Canadian customs duties, averaging 30 per cent.

Outfits and supplies bought in Canada by persons taking the Wrangel and Stickeen, or the St. Michaels, Skaguay, Dyea or Dalton trail routes will be admitted free into the Klondike, and, of course, are not subject to duty when taken in over the all-Canadian routes from Ashcroft, Kamloops, Edmonton and Prince Albert.

The Canadian authorities desire to warn the public against so-called transportation companies which are offering for sums ranging from \$50 to \$150, payable in advance, to convey persons from the Eastern States to Dawson City by Canadian routes, and to provide them with food on the way. The overland routes within Canada are all controlled by the Canadian Pacific Railway, which is also operating the route by Wrangel and the Stickeen, and outside companies have no authority whatever to offer such rates. Persons going to the Klondike this spring are recommended to take plenty of food and clothing; otherwise on reaching the frontier of the Canadian Yukon district they will be turned back by the Canadian mounted police.

There is no famine in the Klondike, but supplies are running low just now, and those entering without a sufficient stock of their own might become a burden on the community. The rush has already commenced, but Canadian officials advise people who wish to reach Dawson without delays on the way not to start before February. The Wrangel and Stickeen route, the one recommended by Canadians, will not be open until the end of April.

GOLD OUTPUT OF KLONDIKE.

Aug. '98
Superintendent of San Francisco Mint Says Only \$6,000,000.

SAN FRANCISCO, Cal., August 11.—F. A. Leach, superintendent of the United States mint in this city, estimates that the gold output of the Klondike this year has been only about \$5,000,000. The receipts at the mint here have amounted to about \$1,750,000 since the first arrival of Yukon gold a few weeks ago. The receipts of the Seattle assay office have been about the same. The largest single deposit at the mint here was \$120,000.

Mr. Leach estimates that there is about \$250,000 in dust and nuggets and that there is about \$1,000,000 more of this season's output yet to reach this country. It is stated that the dust brought out by the North American Trading and Transportation Company was sent east and was not included in Mr. Leach's figures. This amount might possibly reach \$500,000. From this showing it would appear that \$6,000,000 would be a safe and conservative estimate of the entire Yukon output, including the American side as well as the Klondike.

CAPT. JACK IN ALASKA

Salt Lake Tribune
Oct 4. 1898

He Says Raising Greens Pays Better Than Gold.

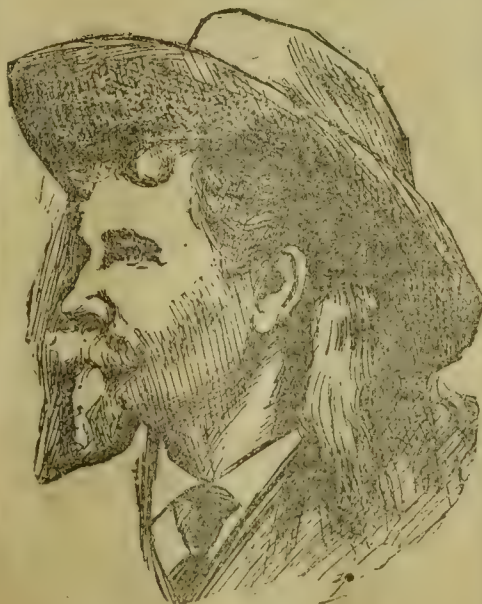
HIS LIVELY TRADING STATION.

Ninety Out of Every Hundred in That Country Wish They Were Back in Their Home Country—But That is Bound to be a Region of Great Enterprises—Bilks Who Loaf at the Settlements While Pretending to Prospect for and Represent Companies or Syndicates.

Mr. J. E. Krauss of this city, wrote to Capt. Jack Crawford in Alaska for information about the Klondike, and in reply received the following letter:

On the Trail, Vrooman City, N. W. T., Aug. 20.—But, no matter the date, in this land of the midnight sun. I am anxious to answer your letter and you must pardon brevity for I am a very busy and very tired man; also please pardon my chirography, etc. I am glad to know that you were interested in my simple, but honest statement about the trail in The Salt Lake City Tribune of Sunday, June 6th. Very few papers get here and not one in five letters written ever reach the parties addressed, partially on account of the very miserable mail facilities and partially because people are moving by the thousands from place to place, most of them when they go into camp at night exclaiming:

"In heaven's name why am I here? What am I here for? and where am I at?" Ninety out of 100 now in Alaska and the Northwest Territory wish



Capt. Jack Crawford.

with all their hearts that they were where they could have pie and cake and fruit, oh, delicious, fresh fruit, and luscious corned-beef and cabbage and greens, oh, for the greens! I have planted a garden and the lettuce is the only greens yet fit to eat, and as I did not plant until about the 1st of August we will only have the radish, beet, turnip, potato, pea, bean and other tops

for greens, but everything goes into the pot. Beets, I think, make the best greens, and next the turnips; of course cabbage greens are better than either, but they are not or will not come before frost; that is, in our garden.

I had a fine young pair of bald-headed eagles, but they, too, are not any more. I think it was the fish bones that did it, although Hortuluyera EC (the mighty grub stake destroyer and laziest man on the river) declared that the cook, who is cross-eyed, got the shortening (in a huckleberry pie), lengthwise, and the eagles choked on the piece of crust he gave them.

Now, my friend, I am very tired, have averaged twelve hours a day working at many things such as blacking boots, sawing logs, building cabins, and today we are building a landing, or wharf, in front of our store, where all the steamers stop up and down. Yesterday a

STEAMER WENT UP

with 110 passengers going out. They had run short of provisions, and in ten minutes they had carried off all our bread, cakes, doughnuts, pies and cake. The steamer only stopped twenty minutes, yet they spent \$125 at our store for eatables. If you really want to come to this country real bad come right along, because there is room for millions more, but there is not work for one in ten. The country is too new and will be too new for any one but real miners, prospectors and speculators, for five years at least. Then the outside world will believe the truth. Of course, if a man writes the truth there are a lot of interested people, firms and newspapers all over the coast and sound, as well as in Alaska and the Northwest Territory ready to denounce him as a lineal descendant of one Ananias of Bible fame. There are 10,000 people today hunting all over this country for holes and bars out of which tens and hundreds of thousands have been taken by professional liars, dead beats and fakers who represent that they found great quantities of gold at a certain place, and they induce men to put up grub and money and they came here and lay in camp all summer, never going a mile from their tents or cabins, winter or summer, until their supply is exhausted or nearly so, when they fix up a neat little story, go out, or send out for more grub on false pretense. There is just such a man now spinning yarns in the next tent, who has not prospected one day, and he has been in over three months; in fact, he told me a month ago that he was going up the Hootalinqua prospecting for himself, and then he would go below and prospect for himself and outfitter; but out the outfitters, or rather the grub stakers, can't come and leave their business, so they won't be represented. Well, such is life; I have seen this sort of work for thirty years in every mining stampede during that time, and I have been in all of them. Nor would I be here except on a

LEGITIMATE BUSINESS

proposition, as the assistant general manager and representative of a company having twenty years lease on over 100 miles of rivers for dredging purposes and seven claims on four creeks and rivers, one on bonanza, two on Too Much Gold creek, two on McConnacks Fork and one 1000-ft claim, on Little Minook, beside our trading posts, where we buy and sell goods. All of our property was purchased for cash and stock, and we expect to be here twenty years hence. Hence—we are going right to work. We have 160 acres of land here at the junction of the Louis and Hootalinqua rivers where we will build or try to build a city, (Vrooman City) named after our president. We have a twenty-year lease on thirty miles of the Hootalinqua from its mouth up. I have two sets of men up river now, one set prospecting the bars as fast as the water goes down; the other cutting excellent hay for our stock, having brought in for trade, one wagon, lots of sleds and packsaddles, and all kinds of tools. One dredge which I left at Seattle is expected up river every day. I have a large barge, which I built at Lake Bennett ready for it, and our machinery, and although we can do but little except to prospect before winter is on, we will be ready to begin early next spring. We will break about forty

acres of land, and it is as rich land as I have ever seen. We purpose supplying not only for more men in our own employ, but shipping tons of garden truck to Dawson, long before any truck can get up or down the river from the outside. I have seen excellent oats ripen this year, and everything that we have experimented with thus far does well. I think irrigation will help, but water is plenty, and it will require but little expense to put in ditches. A good truck raiser can surely make money in this country. If he will let others hunt for the gold he can hold them up for more than he could find. A man

SHOULD HAVE A WIFE,

a good strapping son and daughter, or son-in-law and daughter, three good horses, four or five cows, a plough or two, and other implements for farming, a small hay press, two good scythes, and not a lazy bone in any one of the outfit. Such a party can find any amount of homesteads near the mouth of the Hootalinqua and Louis rivers. An excellent climate, plenty of wood and timber, good health and good society—what more does a good honest man or woman want.

Now I have written more tonight than I have for a month and I am going to stop now, although I could easily fill a dozen more sheets, but I am suffering with a badly sprained wrist, and am anxious to woo the goddess of sleep—that I may be (for a time), unconscious of it.

I note what you say of Dewey, the Admiral, he deserves all the honors that can be given him. When the news of his victory first reached us at Bennett, someone remarked that "Dewey was a Dude." In speaking of this at one of our social entertainments I happened to improvise this verse, or whatever it is.

I don't go much on your English dude
Your Spanish, French or Jew,
But when it comes to fighting well,
A Yankee Dude'll do.
Good night, pleasant dreams. Yours in
clouds or sunshine,

CAPT. JACK CRAWFORD.

SPRING IN THE KLONDIKE

Conditions of Life at Present Are Not So
Very Bad.

A Washington Man's Description of the Country About Lake Linderman.

Special Correspondence of The Evening Star.

LAKE LINDERMAN, N. W. T.,
May 25, 1898.

The evening arctic sun is tinting a few soft clouds on the horizon with the daintiest colors and burnishing the snowy crests of the mountains which appear on every hand, a gentle southern breeze fans the bosom of the upper margin of Lake Linderman till it breaks into dimples and dances in the sunset glow, while a little lower down appear masses of water-soaked and rapidly-melting ice. On the shore directly opposite my camp, in a cozy cove, nestles the tent town of Linderman, possibly 2,000 tents with 5,000 souls, and on the open waters which separate us are floating a variety of craft ready for the long voyage down the Yukon. The picture is as charming as it is unique, and as I sit coatless beside my tent, over which floats the stars and stripes, penning these few lines and drinking in the health-laden, pine-scented ozone, I am easily reconciled to my temporary exile from beautiful Washington—except that my home is there.

To the untraveled resident of the east the now familiar names of Skagway, Dyea and the Yukon suggest remote, indefinite and undesirable sections of Uncle Sam's domain; but though separated by thousands of miles, the first two named places, and even the headwaters of the Yukon, where I now am, are not as distant, relatively, as was California in the days of '49, or even central Arizona in the early '70's, when I first cast my lot in the midst

of the good-natured, wild, innocent and savage Apaches. To reach those sections then involved many wearisome days of travel by stage coach, wagon or horseback, coupled with hardships and dangers peculiar to the western frontier. Today one may take a parlor car from Washington to Seattle and a cozy state room in a swift and commodious steamer from Seattle to Skagway or Dyea. Thus the dangers and inconveniences of travel are reduced to a minimum while making a trip unexcelled in the world for scenic effects.

Scenic Wonders.

The masterful enterprises which have developed our great commercial centers, the grand, sweeping prairies of the middle west and the everchanging glories of the Rockies, Sierras and Cascades furnish interest, beauty and grandeur which satisfy but never satiate. As the tourist enters Alaskan waters new scenic wonders greet the vision. The steamer glides steadily through the narrow channels and passes; the icy, green waters ripple along the somber and tenantless shores, an endless sweep of forest fringes the banks and bluffs, while above and beyond tower the majestic mountains of snow, graceful, dimpled, shimmering clean-cut and stately, a spectacle unsurpassed in grandeur and impressiveness.

When our fashionable American tourists have wearied of Norway and the Alps they may, with confidence, hope to find more varied, extensive and majestic creations of the Supreme Architect in the silent Alaskan mountains, mantled in eternal snows, with their mighty glaciers of azure blue perched, with threatening aspect, upon the brows of towering crags or creeping with measured pace to the bosom of the sea.

Skaguay is now a pretentious city and claims a population of 5,000 or 6,000 souls. Of course, it is still crude and rude, but one can be made very comfortable there and can live in a plain but substantial manner at a cost not much exceeding the hotel and restaurant charges of the states. The appointments, as might be expected, are less luxurious.

Dyea is only five miles from Skagway, an older settlement, and stands at the head of navigation on Lynn canal. Its general conditions resemble those of Skagway. These are the rival twin cities of southeastern Alaska. The health of both these communities has been good, and excellent order prevails. The open-handed robberies perpetrated by the "shell game" and "sure thing" gangs head the category of crime.

Army of Adventurers.

Since the news of fabulous fortunes unearthed on the Klondike reached civilization the great army of eager and ardent adventurers to the Yukon and its tributaries have made the Chilkoot pass famous as one of the most accessible gateways to the land of nuggets, frosts, mosquitoes, scenery and science. By this route the trail leads from Dyea nine miles along the Dyea river to Canyon City, thence five miles through the canyon in winter, and over the mountains now to Sheep Camp.

My first visit to Sheep Camp was on April 5. It then presented a busy, unique, weird spectacle. Tents, shacks, shanties and buildings of varied shape, size and hue were crowded along either side of the road which follows the narrow ravine toward the pass. Thousands of people, of all ages and nationalities, women as well as men, were camped here. Throngs of adventurous gold seekers were moving hither and thither in every direction, trudging over the snow drifts with heavy packs or tugging away in a persevering endeavor to drag their heavily laden sleds toward the summit. When I passed again on the 10th instant the glory of Sheep Camp had departed, and likewise most of its population. Many of these are now building boats on the bank opposite my camp, while others have gone farther down to Lakes Bennett, Tagish and Le Barge. The spring rush of Klondikers is over, and the future of Dyea and Sheep Camp depends entirely upon the utility of this trail to the Yukon.

From Sheep Camp to the summit is about four miles, and midway between these two points we pass the scene of the dreadful avalanche of April 3. On either side of the trail here the mountains rise abrupt and rugged. The masses of snow which had gathered on the precipitous cliffs during the storms of winter had been softened by a southerly wind. Warning of danger had been given, and some of the victims were fleeing to places of safety. A few moments more and a majority would have escaped, but fate had fixed their destiny; in the midst of a blinding snow storm came the thunder of the mighty avalanche, and in a twinkling, three score of those weary, hopeful toilers, who had struggled with

their supplies to the very gateway of the land of promise, were swept into eternity.

Dead at Sheep Camp.

On April 5 it was my melancholy privilege to aid in the recovery of some of the bodies from the snow slide. Fifty-two were recovered at that time. The receding snow yielded up two more of the victims last week, and it is believed there were a number more lost whose remains will not be found till the snows are entirely melted by the summer suns.

A tiny snowflake nestling on a petal of the last rose of summer seems but an imponderable substance, with no suggestion of an irresistible and death-dealing force lurking in such atomic form. Expansive mantles of ermine today hang like a seamless drapery from the crests and shoulders of these towering arctic mountains, giving to the myriads of domes and pyramids and peaks a peaceful, dignified and glorious appearance as they gleam and glisten in the sunlight like stately monuments of purest alabaster. Even after the mighty avalanche of April 3 had accomplished its swift work of death one might have passed its unruffled crest little dreaming that it was at once the cruel shroud and silent tomb of scores of luckless mortals who had been overwhelmed by the element's mad rush and their helpless forms hermetically sealed in the icy, vice-like grasp of the remorseless storm king of the Chilkoot.

JOHN P. CLUM.

INDIAN OUT FROM DAWSON.

Apr-14-1898

Educated at Carlisle, He Goes to
Alaska and Gets a Fortune.

"Seattle Post"

COMES OVERLAND WITH GOLD.

Reported Discovery of Golden Gravel Running 90 Cents to the Pan, on Dyea River, Near Canyon City—Skagway Postal Service Still Very Bad—Soldiers Helping Postmaster Distribute the Mails.

The steam schooner Navarro, Capt. Higgins, which arrived here early Wednesday morning from Skagway, had an interesting passenger, who left the boat at Fort Wrangel. He was John Johnson, a full-blooded Wrangel Indian, who had just returned from Dawson with a quantity of gold dust and several drafts for large amounts. Johnson is a thoroughly Americanized Indian, having graduated from the Carlisle Indian school, and lived for four years in Philadelphia. He stopped off at Wrangel to visit relatives. The Navarro also brings the news of a reported gold discovery on the Dyea river near Canyon City. The find is said to be causing considerable excitement, and already all of the creek has been staked off in claims.

The Navarro's Indian Klondiker left Dawson early in March and made a quick trip to Dyea, coming up the river alone with a single team of dogs. Johnson talked some with Purser Ketchum, who had charge of his gold dust between Skagway and Wrangel. The Indian claimed to have one claim of his own and an interest in three others in the Klondike region. He had only been in the interior a year, having come out from the East to go to Alaska. Ketchum says that Johnson is well educated and writes and talks English as fluently as an educated white man. He has almost forgotten his own language, not having lived at Wrangel for eleven years. Johnson told Ketchum that there were a number of Indian and half-breed claim owners in the Klondike. He said that most of them liked liquor too well to save any money, and that their claims were rapidly passing out of their hands, because they disliked to work.

According to reports brought by the Navarro from Dyea, the gold strike near the head of the Dyea river promises to be of considerable importance. It is reported that as high as 90 cents to the

pan has been taken out a few feet below the surface. Bedrock has not been reached yet. The strike is near Canyon City, and every foot of ground that seems at all likely to bear gold has been staked out.

The postoffice service at Skagway and Dyea is still the cause of considerable complaint. After a steamer arrives with a big batch of mail it is usually two days before it is distributed in the office. Then it takes two days more to hand it out to the men who line up in front of the delivery window. Several outside parties have established delivery routes. They charge, it is said, 25 cents a week for the service. By some arrangement with the postoffice officials they get their mail before any one else, and the subscribers derive the benefit. Small boys at Skagway are making some money out of the inability of the postoffice to handle the mails. They get in line, and as soon as they get near the window offer to sell out for 15 or 25 cents. The United States troops have been called on several times to assist in the work of distributing mail, but without experience they are able to help but little. Skagway people look for better service when Special Inspector Clum makes his report.

A number of the steamers on the Alaskan run have been cutting rates from Skagway to Seattle. Second-class fares are as low as \$10 on some boats, and first-class passage is given for \$20. The larger companies have not yet begun to cut. The Navarro brought down eighty-five passengers, most of whom are coming out for a short visit or more supplies. Several of the passengers were sick and have given up the attempt to reach the interior. The Navarro encountered strong head winds on both the up and down trips.

Her passengers included: W. P. Moulton, M. W. Pitt, A. N. Glasscock, N. J. Bapsti, Frank Sylusti, M. L. Kaufman, Charles Shannon, A. F. Wray, John Jalbert, H. W. Rutter, G. A. Soderburg, W. H. Britt, A. Swanberg, J. F. Morgan, J. L. Hart, R. F. Kline, G. W. Howard, L. Stenger, John Berg, Hugh Tracy, William Bailey, J. R. Bower, M. S. Klone, Peter Olsen, George Andrews, G. W. Custin, Frank Connelly, D. F. Wetts, M. Grant, W. Grant, Mr. Buchter, George L. Buzard, M. F. Mackay, Walter Baker, C. Crusty, C. V. Chisholm, H. M. Divers, A. B. Du Bois, A. C. Beanbae, Mr. Harkee, M. V. Thompson, Charles Rostin, Charles Halpenny, John Alexander, H. K. Davidson, H. D. Darkey, James Madlock, P. M. Tripening, George Fraxell and wife, James Woods, P. F. Keykendall, George Icke and wife, H. Fountain, George M. Being, J. M. Richstart, George P. Faplin, P. F. Peter, H. Hertz, George Mich, John Fester, Fred Brinda, T. Prince, F. Richina, G. Giolant, M. Grechina, W. Beale, James Knight, Charles Geloch and O. S. Furlong.

THE PROTECTION ARRIVES.

Overdue Steamer In From Copper River—Severe Weather.

The steamer Protection, nearly two weeks overdue, arrived in port at 3:30 o'clock Friday morning from Copper river and docked alongside the Pacific Coast bunkers. The vessel looked weather-beaten and appeared to have been severely buffeted by the elements, but beyond this she was staunch and strong.

The officers of the Protection explain the delay of the vessel as being caused by rough weather and head winds. She arrived at Port Valdes March 26, where she discharged some of her passengers, and left the same day for Yakutat bay. Late that night the wind increased into a hurricane, which blew from the northwest. The sea was soon running mountain high and the Protection was tossed about like a cork. Huge waves began to break over the vessel and Capt. Erickson decided to seek shelter in one of the land-locked bays on the coast.

The next day the gale subsided and the Protection continued on her way to Yakutat. She discharged eight passengers at this place and then departed for Sitka, on her southward trip. The run to Sitka consumed three days and was stormy from start to finish. Contrary winds prevailed throughout the entire voyage and the sea was very rough. The day before Sitka was reached the water supply became exhausted. The vessel, however, arrived in port a few hours later and the passengers suffered no inconvenience.

Two passengers came down on the Protection from Port Valdes. Their names are John Peterson and William Huffman.

Hundreds of people are reported to be going over the glacier and crowds are daily arriving at Valdes and Yakutat.

POSTAL INSPECTOR CLUM.

He Goes About the Work of Reform Vigorously.

April 14—1898

MAKING IMPORTANT CHANGES.

Establishes a New Office at Haines—Tries the Reindeer for Mail-Carrying Purposes—Relieves Stamp Shortage at Wrangel—Obtains Detailed Information as to the Interior—People Jubilant at Relief.

SKAGWAY, April 1.—Postoffice Inspector John P. Clum, who arrived a few days ago and begun his big task of reforming the postal facilities of Alaska, is going about the work in vigorous style. He has already looked into the affairs of half a dozen or more postoffices, and has made important changes, looking to the betterment of the service, but he has established a new office at Haines, has tried the reindeer for mail carrying purposes, and has obtained much information about the new country into which he will shortly plunge. He finds a great many changes to make, and the people are jubilant that he has power to make the changes at once, without the tedious delays incident to communicating with the department at Washington.

Juneau, Skagway, Dyea and the other coast towns, have been bad enough off, with the seat of government 4,000 miles away and communication open all the year round; but the settlements on the Yukon have been almost out of the world, so far as intercourse with Washington is concerned. If a new postoffice was desired at any point in the interior, it has taken three or four years to get the desired office established. A community would petition for an office and recommend a postmaster one year; the department would send the proper blanks the next summer; the postmaster's bond would be sent out the next, and a year later it would come back approved. If there were any hitches in the proceedings, requiring further correspondence, the postoffice would not be established for even a longer time. Inspector Clum, on the other hand, carries the necessary blanks with him, and can establish a postoffice, appoint the postmaster, approve his bond, and install him in his position, all within a week.

As fast as offices are established, the newspapers will be notified, so that the public on the outside will be informed, and will be able to govern its correspondence accordingly.

At Wrangel, on the way north, Mr. Clum and his assistant, C. L. Wayland, found the postoffice entirely out of stamps. They let the postmaster have \$100 worth, which was the first good result of the visit of the inspector. At Juneau they found the office doing a large business, and on account of certain things connected with that office Mr. Wayland took a trip down to Seattle. He will return, however, in a few days, to join Mr. Clum here, and to go into the interior with him as soon as the river navigation opens.

Postoffice at Sheep Camp.

It is probable that a postoffice will be established at Sheep Camp. One has also been petitioned for at Canyon City. Another may be put in at some populous point on the new wagon road on the Skagway pass.

Three clerks have been awarded to Skagway, and as many to the office at Dyea. These, with the services of the postmaster at this place, and the postmistress at Dyea,

Mr. Clum believes, will be able to handle the business in the future. The business at this point is heavier than at the other, but the Dyea office is behind with its work, and the clerks will have a hard pull in catching up with the work. On account of the steamers all landing here and the delay experienced in getting their mail at Dyea, merchants have been in the practice of having their correspondence come to this place, and they have sent regular messengers over every day to get their mail. In this way they have saved a day's time, at least, on every letter received. When this business is withdrawn from the office here it will reduce the work a little and, of course, add somewhat to the work of the Dyea office.

Two clerks, who have been doing the distributing and delivering of nearly all the mail at Dyea, have been let out by Mr. Clum. The clerks were paid by the citizens, each man on their list contributing 25 cents weekly to have his mail brought to him. The scheme worked very satisfactorily to the patrons, as it was far better than standing in line for hours. The two men helped to distribute the mail whenever a mail arrived. They had over 800 patrons, and were making good wages out of it. If they needed help to distribute the mail they employed men and paid them. The postmistress, who knows little of the work of the office, had only one clerk to pay, and his duties were greatly reduced by the work of these outside clerks. Inspector Clum is not sure that any rule or regulation has been violated by this method, but thinks it best to stop it.

There has been no mail route between Skagway and Dyea heretofore, and the want of that essential has caused endless trouble and vexation. Such a service, either daily or tri-weekly, is to be established at once by the inspector. Also a daily service to and from Haines Mission and the towns here. A contract is also to be made for the carrying of the mails to and from the postoffices and the steamers which carry mail. All of these facilities are badly needed.

Big Safes for Dyea and Skagway.

Inspector Clum has telegraphed for large burglar and fireproof safes for Dyea and this place. He brought money order blanks with him, and has instructed the offices in the use of them. However, the 300 blanks which he brought will be exhausted in a few days, and Mr. Clum telegraphed for 3,000 more just before he left Seattle, and they will be along in a week or two.

It is not likely that the class of the Skagway postoffice will be changed until the regular four quarters' reports show that it is entitled to a higher class. The postmaster's salary is limited to \$1,000 under the fourth class, which is not considered adequate, but as Postmaster Sampson has been ill nearly ever since he took charge of the office, and the office has been running without him, the inspector doubtless feels a hesitancy about having the office reclassified at present. He says, however, that when the change is made in the class that the third class will be skipped altogether, and the office will be put into the second class. This was done in Mr. Clum's office when he was postmaster of Tombstone. The population of the place increased from 1,000 to 10,000 in a year, and Mr. Clum finds many conditions here to remind him of his Tombstone experience.

It is not an improbable thing at all, in Mr. Clum's opinion, that Skagway may soon be eligible to free delivery. A town of 10,000 population, or a postoffice with an income of \$10,000 is qualified to apply for free delivery. It is the disposition of the department to extend free delivery as soon as possible.

Speaking of the recent congestion of mail matter here and the swamping of the offices with work, Inspector Clum said:

"The handling of large amounts of mail for transient communities is always difficult. Where there is a lack of office space and fixtures it is difficult to give the service. It requires as much space and as many clerks to serve a transient or new community of 10,000 or 15,000 as it does a settled community of 40,000 or 50,000. In a new city the great majority of the mail goes into the general delivery and is handled and rehandled many times. Tom Smith's letters are handled every time that Jim Smith calls for his mail, and vice versa, so that before they get through with it every letter may be handled a dozen times. There is nothing like this in the old community. Your city here burst at once from a landing to a metropolis."

Reindeer to Haul the Mail.

Since he arrived on Lynn canal Mr. Clum has taken a trip down to Haines, and while there he took a reindeer ride behind one of the government reindeer, from which Uncle Sam expects so much in the way of helping to develop Alaska. It is the intention to make the reindeer haul the mail from place to place in the icy fastnesses of the Arctic winters in Alaska. It was the inspector's pleasure to make the pioneer experiment in this district with the deer. He had several deer hitched up at Haines and rode over to Chilkat on a tour of inspection. The trip was entirely satisfactory, although the deer were tired from their long journey from Lapland and did not dash along in that frisky way that Santa Claus' reindeer do in the picture books.

Regarding his coming trip into the heart of Alaska and what he intended to accomplish there, Mr. Clum said:

"As soon as the lakes break up Mr. Wayland and myself will start down the Yukon. After we get into American territory, we shall establish a postoffice wherever there is a community of sufficient size. It will probably be July 1 before we reach St. Michael. Then we may come back up the Yukon and the Tanana and over to the South Alaskan coast. Then we shall proceed to Unalakleet on the steamer which Capt. Humphries, of the Pacific Steam Whaling Company, will have there to meet us. We will make a cruise of the entire South Alaskan coast, its bays and inlets, wherever there are any people. This will wind up at Sitka. If there is anything left of us besides rags we will come back then to Skagway.

"Our government has this week opened bids for the carrying of mail twice a week between Orca, on Prince William sound, and Weare, at the mouth of the Tanana; between Circle City and St. Michael and between Circle City and Dawson. The Canadians promise to carry the mail from Dyea to Dawson bi-monthly, so that the interior, with all these routes in operation, will be well supplied with mail facilities. We expect that the reindeer will help us to get over the snow and ice in the winter."

Inspector Clum says that a large stock of all kinds of blanks will be kept at Seattle in the future to supply the calls from Alaska, and save time for the postmasters and patrons in this remote region.

FLEEING FROM JUSTICE.

"Kid" Egan, Charged With Theft, Pursued by His Partner.

SKAGWAY, March 30.—Away across the white plains of snow, both pushing on toward Dawson at the top of their speed, are two parties fully equipped with dogs and in charge of determined and experienced men. One party is pursuing the other. The pursued is fleeing from justice and perhaps a felon's cell. He is going like the wild wind, which sweeps across the plains, but his pursuer is after him on the wings of Mercury. When last heard of they were separated by about a hundred miles, and the man who was fleeing had reached a point nearly down to the Big Salmon river.

Dan Egan, the "Montana Kid," is the man who is ahead. W. A. Kersting, his partner on the trip over the ice last December, is the pursuer. Egan is charged with stealing part of the dogs which are taking him in an effort to get away with money belonging to a well-known officer in Seattle. Several men in Skagway also want to see him on account of irregularities which he is charged with. On one of these deals, Joseph Coslett, a saloon-keeper of this place, says he has come out over \$500 in loss. Egan is also sorry that Kersting's presence in the Kid, and a woman who was a restaurant here and who shared her interior with Egan, but became so sick that all was not as it should be, and abandoned the trip with him, is also regretting that she met him.

Last December Egan was freighting with dogs from Dawson to the mines. He was offered a fancy price by Livernash, of the Examiner, to bring a letter out, and he started hurriedly for the Coast. W. A. Kersting came with him. The dogs were left at Juneau and the two men intended to return together, after a short trip to California.

Several weeks ago Egan came up, got the dogs, and started for the interior. He spent a week or more around Skagway before he got away, and obtained a sum

of money from the bank on Coslett's indorsement. He secured three passengers, one of whom was a woman, and started in. The woman, hearing that the two men were about to desert the expedition, abandoned the trip at Sheep camp and came back. Egan continued the journey and every returning Klondiker who has come out lately has met him speeding rapidly in toward Dawson.

About a week after Egan left the Coast, Kersting landed from the boat, expecting that the Kid would be waiting here for him. His expectations were not realized, however, and after learning the state of affairs he got a team together and, in company with George A. Noble, started in after him. It is said that the Seattle party who has been injured has had a warrant issued for Egan's arrest.

GOOD STRIKE ON COPPER RIVER.

Rich Placers Reported at a Point Some Two Hundred Miles Up.

VANCOUVER, B. C., April 9.—George Holyrod, of Waltham, Mass., the latest arrival from Copper City, having left there March 28, reached here today from Nanaimo, where he left the steamer National City. He says that very rich diggings have lately been discovered 200 miles up Copper river. Three thousand people are now on the trails between Copper City and the second glacier. The new code of laws at the city works well, and only two deaths have occurred since January.

LATEST NEWS FROM ALASKA.

Klondikers Are Saying Nothing, but Digging Gold.

From Leslie's Weekly.

At Dawson, in the first week of February, mining was proceeding vigorously. A nugget worth over \$1,000 had been found on El Dorado—the owner of the claim being Alexander McDonald, who competes with Joseph Ladue for the honor of being the first millionaire evolved from the new diggings. Claims on Bonanza and El Dorado are not in the market; the owners think they can get more out of them by working them than they could by selling them. Next to them, the most popular diggings are on Sulphur and Dominion creeks, where claims which have been partially proved up are selling for \$10,000 to \$12,000.

Mr. F. Nichols, a Canadian cattle dealer, who left Dawson on February 1, reports that the new camp at Rosebud is panning out well. The Rosebud is a creek about thirty-five miles long, flowing into the Yukon four miles above Sixty-mile, and fifty-three miles from Dawson. Colors were found there last summer, but the discoverers were unable to do any prospecting till winter. Early in last January prospectors burned gravel at the mouth of the creek and found that it yielded from \$4 to \$10 to the pan. Ascending the creek, the dirt was found equally rich all the way up. On this there was a stampede to the spot, and in a short while 500 men, of whom Nichols was one, clustered on the banks of the creek and took up claims all along its length. A city of tents and cabins sprang up at the junction of the Rosebud and the Yukon; it has not been christened yet.

The whole belt of country through which the Klondyke flows is auriferous, so far as is at present known. There is pay dirt in the streams of a region 300 or 400 miles wide, which is absolutely barren. A district which has never been prospected, but which is now looming into view, is the valley of the Big Salmon. This is a confluent of the Lewis River, about thirty-three miles from the Teslinto; Schwatka called it the D'Abadie. Sixteen years ago a party of four miners explored the Big Salmon for 200 miles, finding gold on all the bars. But nobody paid any attention to the find. Now an important discovery has been made a short distance from the river mouth, and the Canadian mounted police are said to have abandoned their duty to go gold-hunting.

A prospector, named James Dobson, traveling over the ice from the lower Yukon, had arrived at Dawson before the last advices left. He reported that only two holes had been sunk to bed-rock at Minook, but that the results were encouraging to the 500 miners icebound there. Another place which has caught the gold fever is Wrangell. This used to be a Hudson Bay Company's fort, about 150 miles from Juneau, and on the Stikine River.

From Copper River, which many expect to be the camp of the future, we have advices to the last week in February. Quite a large body of prospectors

have got into the country by crossing the Valdes Pass, and have thus far seen nothing of hostile Indians. Copper River empties into the Gulf of Alaska, about 120 miles west of Mount St. Elias and the boundary line of 141 degrees.

MINERS RUSHING TO THE KOYUKUK RIVER.

Edward E. Keeley, of Seattle. Has Visited the New District—Found Fortune at Manook.

Edward E. Keeley, another Seattle man who found fortune amid the glacial placer beds of Alaska, tells of a big stampede to the Koyukuk river which was in progress the latter part of July. Over two thousand people were en route to a little known country 300 miles or more up the Koyukuk river from Nulato. Nearly two score steamers were heading up the Yukon for the Koyukuk when Mr. Keeley came down to St. Michael on the Leah. Only one steamer was bound for the Tanana. Every boat was loaded with eager gold hunters.

Mr. Keeley is widely known in Seattle as the publisher for five years of the Seattle Dramatic Star. His daughter is Miss Edna Keeley, who several years ago earned fame everywhere in the country and particularly on the Pacific coast as a gifted child actress in "Fauntleroy," as Eva in "Uncle Tom's Cabin," and in kindred parts.

When the steamship Humboldt sailed for Alaska last August Mr. Keeley, with a big outfit of provisions, was aboard of her. He jumped off the Seattle No. 1 when that steamer stopped on a bar in the Yukon 90 miles below Rampart City and was frozen in. Mr. Keeley pushed on to the Manook country, oblivious to the hardships of a winter's trip in Alaska. He purchased a claim on Little Manook and engaged in business at Rampart City. Industry and his characteristic energy and tenacity of purpose made Mr. Keeley a rich man. He now owns one of the best claims on Idaho bar, named by two fortunate Idaho miners who found the abandoned bed of the stream after the people of the camp had been walking over it for months. As high as \$60 to the pan was taken out late last spring. Mr. Keeley was in the first rush to the new diggings, which have been pronounced to be the best ever found in Alaska. He owns a claim 1,000 feet by 600 feet in area and prospected it sufficiently to locate the pay streak.

"Yes, Alaska has treated me kindly," said Mr. Keeley yesterday. "I must have been lucky, I guess. Seattle people who have friends or relatives in the Manook district need have no fear for them. They will do well, unless, of course, the country is overdone. It is rich—the gold assays \$20 to the ounce and the paystreak is large and well defined on Little Manook creek and Idaho bar, which bears the same relation to the gulch mines as the benches on Eldorado and Bonanza do to the creek claims in the Klondike."

Last March Mr. Keeley went on a flying prospecting trip to the Koyukuk river with John Folger and an Indian guide. Their route took them by way of Fort Hamlin. The distance to Tramway bar, their objective point, was eighty miles. Owing to the rough character of the country they could only carry sufficient supplies to last them on the trip. They each staked where six years ago locations had been made by Lower Yukon miners, among them Frank Hawley, of Seattle. "You can expect to hear of a boom in that country," said Mr. Keeley last night. "Koyukuk City, at the mouth of the river of that name, will number 1,000 people before the season is over. I met forty-three boats, large and small, going up into the new country. The route is long and devious and the majority of them will not reach the diggings. Those who get through will have to pole up the stream 300 miles. But the trip is likely to repay those who make it for their trouble and the hardships they endure."

Mr. Keeley mined his claim, 500 feet of No. 2, Little Manook, with good success during the winter. He brought out a bag of glittering dust and nuggets as a sample of what the district produces. He intends returning to the country this winter or early in the spring.

A KLONDIKE MOB

Held at Bay by a Brave Soldier of Uncle Sam.

Cleveland Press - Jan. 28, 1897

Captain Ray Awed the Robbers. His Modest Story of the Affair.

Stood Unarmed Under the Old Flag. Ft. Yukon May be the Scene of Anarchy.

By E. Hazard Wells.

Dawson, Yukon River, N. W. T., Dec. 11, 1897, by telegraph via Port Townsend, Washington, Jan. 28.—The particulars of the startling events at Ft. Yukon, 400 miles down the river, have just reached me. Two couriers, Philip Lann and Fred Gasch, arrived, bringing United States government dispatches of utmost importance, to be forwarded to Washington as soon as possible.

Philip Lann, one of the couriers, said: "Captain P. H. Ray, of the Eighth United States Infantry, heroically placed the stars and stripes above two provision caches of the Alaska Commercial Co., and North American Trading & Transportation Co., at Fort Yukon, and, donning his full uniform as a United States officer, dared a big mob of men to attack the provisions, or fire on the United States flag. He awed the mob into submission, and is now dictator at Fort Yukon, which he has placed under martial law until next spring. Ray has no soldiers nearer than St. Michaels, 1000 miles away, his only military companion being Lieutenant Richardson.

Defied the Mob.

The captain is 55 years of age, a tall, commanding man, and grit all through. He was determined not to let the mob of several hundred steal all of the provisions at Ft. Yukon and leave other hundreds to starve to death.

Ray has posted notices on both provision caches to the effect that Uncle Sam controls the grub, and warning all to keep hands off. He issues ten-days' rations free to those without money, telling them they can get no more unless they cut cord wood for the United States government at Fort Yukon, at \$5 per cord, their pay to be applied on grub. Ray now has 25 volunteers at his back to enforce his authority. The Alaska Commercial Co.'s cache of provisions, in a frame building, is five miles down from the Yukon river, while the North American Transportation & Trading Co.'s cache of logs is at the station. The rioters have directed their attention to the Alaska Commercial Co.'s cache mainly. There are many men fleeing from Fort Yukon down the river on the ice towards Dawson, and there will be 500 coming before March.

No Grub to Spare.

Dawson is out of provisions for newcomers, and God only knows what will be done with these fugitives!

There are 1000 white persons at Circle City and Fort Yukon, while there is scarcely 300 tons of provisions in sight and many hundreds of native Alaskans out of food.

There are 200 cabins at Fort Yukon and about 200 more at the Alaskan Commercial Co.'s cache, five miles away.

Harry Davis is the Fort Yukon agent of the Alaskan Commercial Co., and John Boggs agent for the other company.

The lower Yukon is reported thronged with 2000 Klondikers and provisions scarce.

Captain Healy, general manager of the North American Transportation & Trading Co., is much agitated over the news. He said to me: "We must act quickly or there will be terrible times on the Yukon, next year. The United States government should take steps at once to place all of Alaska under martial law and send plenty of troops to enforce order. Otherwise the two trading companies may be driven from the country and there will be no supplies for anyone. Use all of your power in the press to call public attention to the matter at once."

Captain Ray's Letter.

Captain Healy handed me the following modest letter from Captain Ray, in which the latter speaks but little of his heroic achievements. It is official, and I quote as follows, verbatim:

Fort Yukon, Alaska, Oct. 30, 1897.

Captain J. J. Healy, Dawson, N. W. T.
My Dear Sir:—I send Mr. Gasch with dispatches, and he will explain the situation here more fully than I can write. I hope that Captain Hansen

tons in the aggregate, in both caches. This will feed about 1000 men until June 1st. There are over 300 people now here, Circle City is very short, and I am reliably informed that there are over 500 people coming this way between Dawson and this place. Of course, I will push as many on to Fort Hamlin as possible.

Planned an Attack.

It is also possible that the caches here may be destroyed. Yesterday it came to my knowledge that between 75 and 100 men calling themselves miners, had organized an attack on the A. C. Co.'s cache. I went up at once with Lieutenant Richardson, and a committee called upon me and stated that as yourself and Captain Hansen had promised at Dawson that they should be allowed the privilege to purchase supplies here on credit, they demanded a year's outfit be furnished them. If this was not done before 10 o'clock next day they would take it by force. As Mr. Davis did not feel that he could comply with their request, he refused. I explained to them that I would issue rations to all destitute, and they went away. Lieutenant Richardson went

over to their camp and they passed a resolution in his presence to attack the cache the next morning. Word was sent down to me. I at once posted a proclamation, taking charge of both caches in the name of the United States, and the next morning I went over with about 25 men unarmed. When within half a mile of the cache I was met by one man who said he was delegated to have me come to their camp for consultation, which I refused to do.

Defied the United States.

He then came out in his true colors and said he would not allow me to go to the cache. As I did not stop, he then asked me if I would wait where I was until they could consult, saying they had the cache.

As I knew Lieutenant Richardson was in the building and there had been no firing, I was convinced he was lying. I told him again that the stores were the property of the United States; that I would feed the destitute, give bona fide prospectors sufficient on their notes to go out, and defied them to fire or touch the cache. He then went to the camp, and in about 20 minutes returned with word that they accepted my terms. I found Lieutenant Rich-

A TYPICAL YUKON DANCE HALL.



How the Miners and Girls Enjoy Themselves in Alaska.

and yourself will take immediate steps to check the exodus down the river as far as possible. There seems to be some misunderstanding in regard to the amount of subsistence stores in the two caches at this point. Miners state that they were informed by Captain Hansen and yourself, that the two companies had over 1000 tons, but I find, in fact, that there is less than 300

ardson in full possession and no attempt had been made to force the guard, though they had tried to get Lieutenant Richardson into their camp with a view of holding him as a hostage in event I should attack them.

As matters now stand I am feeding the destitute, on their oath that they are such. All those having money must pay for what they get. No man shall

be allowed to purchase more than \$150 worth for an outfit for the balance of the year and leave the place at once. All stores issued on my orders to be charged to the United States, your employees and business to go on as usual. I believe the caches are now safe as long as I am in charge.

Premeditated Robbery.

This was not a case of starving men but of premeditated robbery. If you wish to preserve your property, use your influence to have the necessary legislation, so that troops when they arrive next spring can act promptly and unhampered. I urge immediate action through your friends in the states.

I have advised Captain Hansen that I have written you. Will you please show this letter, and you are at liberty to use the information as you see fit for the public good. Very truly yours, in haste,

P. H. RAY,

Captain Eighth U. S. Infantry.

Another distressing feature of the situation at Dawson now, is the complete destitution of neighboring Indians, 300 or 400 in number, who are almost entirely out of provisions.

ADVICES FROM FORT YUKON

Post.

Apr. 6, '98.

Capt. Ray Complains of the Alaskan Mail Service.

Failure to Provide the Post-office at Circle City with Stamps—Indians Along the Porcupine Are Starving—Are in Need of Troops.

Secretary Alger has received some interesting reports from Capt. P. H. Ray, of the Eighth Infantry, who was sent to Alaska to keep the War Department informed as to the condition of affairs there, resulting from the large immigration as a result of the gold excitement. The latest of these reports is dated Fort Yukon, December 20, a little more than a month later than those previously received. The Captain calls attention to the deplorable condition of the mail service in Alaska. The regular contractor brought but one mail (October 12) as far as Circle City this year, and had sent none out. There is no provision, he says, for forwarding mail west of Circle City in the winter. The postmaster for Circle City is somewhere in the States, his assistant has been put out of the office for drunkenness, the Post-office Department has failed to provide the post-office with any postage stamps, and the mail that comes in by steamer, via St. Michaels, is without any proper supervision. There are no route agents, and the officers of the companies handling the mail pay little or no attention to it. The present mail contractor is frozen in somewhere about the mouth of the Tanana, and it is to be regretted, the Captain says, that contracts are awarded to men who do not understand the conditions existing in the territory. They seem to be financially and mentally incapable of fulfilling their obligations.

The Captain says that immigration of people from Northwest Territory has about ceased. From parties direct from Dawson he learns that those who are without provisions to last them until the opening of navigation, are going out, by the way of Juneau. From his knowledge of the conditions existing at Fort Yukon and reliable information from Dawson City, he does not believe there will be any loss from starvation among the whites.

The Indians along the Porcupine and Juan-de-leur are starving. Advance couriers have come in begging that food be sent out, as the women and children are dying along the trail. The Captain has sent out food and said he would do all he could to keep them from perishing. There are about 140, all told, in two bands. They report that the Caribou migration did not come their way, and that the fish catch last fall was almost an entire failure, nearly all their dogs have perished from the want of food, leaving them helpless.

The Captain says the civil authorities are not furnishing any protection to life and property from the boundary to the sea, and are powerless to do so with the meager machinery at their command. A dangerous element gathered at Fort Yukon that was forced out of Dawson shows some disposition to be troublesome, but the Captain says he hopes to be able to keep them under control.

CURRENT LITERATURE.

"Boston Herald." Mr. De Windt's Experiences and Observations in Alaska.

June 18, 1897.

Mr. Francis Wilson's Essay on Eugene

Field—"The Pride of Jennico"—

Mr. Brice's Estimate of Gladstone—

"Miss Theodora," by Miss Helen

Leah Reed.

Two years ago Mr. Harry de Windt undertook to travel from New York to Paris by land. His only companion was a servant, who had travelled with him several times before. The plan of the trip involved crossing the American continent and travelling through Alaska to Behring straits. The author intended to cross the straits by sledge on the ice, and then to continue through Siberia to Russia, and so on to civilization. Arriving at Behring sea, the American revenue cutter Bear took him across the straits, which are impassable to sledges, and landed him among the Tchukchi natives, who robbed him of his food supplies and otherwise browbeat and ill-treated him for some months, when he was rescued—none too soon—by an American whaler. His predicament was indeed horrible, and portions of his descriptions of his sufferings, and of the natives and of the filth amid which they live, are apt to prove revolting to the average reader.

The most interesting portions of his book, "Through the Gold Fields of Alaska to Behring Straits" (Harper), are the chapters describing his trip over the Chilkoot pass, Circle City, Dawson City, Forty Mile City and the Yukon river, and his travels and adventures, his sufferings and his observations, and the stories that he heard while making the long trip overland from Juneau to Fort St. Michael. Numberless writers have described much of this country; no book that we have seen brings the whole region so vividly before the mental eye. The whole country and climate and life of Alaska take on in absolutely fresh interest under the author's lively and direct treatment. From a vague understanding of the fact that the overland route into Alaska offers great hardships and difficulties one comes to understand the exact nature of the difficulties, obstacles and discomforts.

He says that for those who take care of themselves Alaska is fairly healthy, though the temperature ranges from 98 deg. to 70, or even 80, deg. below zero. Rain and fog prevail on the coast. Occasionally, in June and July, the sun is visible for a few hours, but there are on an average only 66 fine days throughout the year. In 1884 a rainfall of 153 inches was registered at Ounalaska. The rain seldom pours down, but falls in a steady drizzle from a laden sky, while the gray, sodden landscape presents a picture of utter dreariness and desolation. But this incessant humidity brings perpetual verdure over the coast districts, the temperature rarely falls to zero, and the heat in July rarely exceeds 75 deg.

Crossing the Chilkoot he describes as hair-raising work. You must overcome seven or eight snowy plateaus before you reach the foot of the real peak, which is itself nearly a thousand feet high. The Chilkoot is not really a pass; it would be called a dangerous mountain in Switzerland, and a question of guides, ropes and ice axes. No path or trail guide you between the numerous huge crevasses, and the guides probe the snow at every step. On the last plateau they threw away their sticks and scrambled on hands and knees. It was impossible to rest for more than a few minutes; to let go would have meant a fall to the foot of the slope. At the actual base of the Chilkoot hard work commenced in grim earnest up the granite face of the mountain. Two hours were needed to climb the 1000 feet. No path is possible, for the rocks are loose and insecure, and the passage of a man will often send a boulder dashing down, to the deadly peril of those below. In some

cases it was necessary to squeeze around the wall of the precipice on narrow ledges of rock that trembled under the foot and threatened to dislodge and send one whirling through space into eternity. The last 300 feet was like scaling the walls of a house.

The picture which he gives of this gateway of Alaska shows an almost perpendicular cliff of rock, its few unevennesses coated with ice, and one is quite ready to accept his statement that the passage of this mountain is exhausting, heart-breaking work, and "the severest physical experience" of his life. In the same vivid and picturesque manner he describes the passage of the White Horse rapids and the Grand Canyon; the quiet, orderly, business like, sober, industrious men who form the bulk of the white population; the frightful mosquitoes, which sometimes kill dogs; the circumstances of life in various parts of Alaska, and some of the splendid "finds" which have acted as magnets upon thousands of people on the west coast.

August 18, 1897.

Protestant Beacon.

The Alaska Gold Fields.

Alaska, the country to which the eyes of many and the feet of not a few are now turned, was purchased by the United States from Russia in 1867, for \$7,200,000. When the purchase was made some Congressmen twitted Secretary Seward, and said that the country was only a skating rink and might be used as a refrigerator. But the investment proved a good one, for it cost only one and three-quarter cents an acre, and during the ten years that have elapsed since its purchase, the gold that has been found there has more than paid for the country, besides the \$35,000,000 worth of seals that have been caught there. Although various precious metals were known to exist in large quantities within its bounds, yet until last summer there was no attempt to make a thorough geological survey of the country.

On Saturday, Aug. 7, 1897, the report of Joseph Edward Spurr, the geological survey expert, who headed the party that made this investigation, was published. The following are some of the statements it makes:

It says as to the Forty Mile gold district that in the latter part of 1887 Franklin Gulch was struck, and ever since it has been a constant payer. The character of the gold there is nuggety, masses of \$5 weight being very common. The yield the first year after the discovery of Forty Mile has been variously estimated at from \$75,000 to \$150,000, but \$60,000 probably covers the production.

The discovery of Davis Creek was made in 1888, and a stampede from Franklin Gulch followed. The event of 1892 was the discovery of Miller Creek. Since then Miller Creek has been the heaviest producer of the Forty Mile district, and until recently of the whole Yukon. Its entire length lies in British possessions.

The output for 1893, as given by the Mint Director, for the Alaskan creeks, all but Miller Creek, being in American possessions, was \$198,000, with a mining population of 196. The total amount produced by the Yukon placers in 1894 was double that of the previous year, and was divided between the two districts. In 1895 the output had doubled again. The Forty Mile district in the summer of 1896 is described in the report as looking as if it had seen its best days.

Of the discovery of gold in the Klondike district the report says: "With the announcement of gold in the winter of 1896-7 there was a genuine stampede to the new region. Forty Mile was almost deserted. About 350 men spent the winter on Klondike, in the gulches, and at

the new town of Dawson. The more important parts of the district are on Bonanza and Hunker Creeks. According to latest information, 400 claims had been located up to Jan. 1, 1897. There is plenty of room for many more prospectors and miners, for the gulches and creeks which have shown good prospects are spread over an area of 700 square miles."

The report points out the difficulties in the way of speedy development of the country, including the climate, with short summer season and long, cold winter. Continuing, the report says:

"Whatever Alaska may be in the future, it is not now self-supporting agriculturally. Moose, carbon, and hare are variable in quantity, abundant at a time, and disappearing from the region for twelve months at a time. Ten dollars a day is the general wage paid, \$12 for a day of ten hours being paid in some of the more remote gulches. In winter the pay for labor is from \$5 to \$8 per day of six hours. Many times the miners have been at the point of starvation. Universal suffrage is given, and all have an equal vote. Penalties include: For stealing, banishment from the country; in some cases, also whipping; threatening with weapons, the same; murders, hanging, but there have been no murders so far.

"The mining laws differ for different gulches. Generally the claim is for 500 feet for gulch diggings from rim-rock to rim-rock, but in some gulches not paying well an effort is being made to stake claims 1,320 feet long. Crowded creeks, too, are staked 300 feet to the claim. No man is allowed to stake more than one claim in his own name, save the discoverer, who is allowed 1,000 feet instead of 500. The only office in the community of miners is the Recorder, appointed by popular vote, one in each gulch or creek."

With regard to the ownership of the Klondike fields the following from Washington, D. C., shows the claim of Great Britain to them to be valid:

Incited by the newspaper publications recently, tending to throw doubt upon the

ownership of the Klondike gold fields, some of the high government officials, who would naturally be expected to deal with the question if it comes to a practical issue, have been quietly looking into the matter, with a view to preparing themselves for the controversy that may arise. Their views are, in substance, that there can be no valid objection advanced to the title of Great Britain to this territory. A careful examination of all of the reliable charts and maps made far enough back in date to be free from suspicion of influence of the recent heavy gold finds has convinced these officers that, so far as the Klondike fields, as defined by the latest reports, are concerned, there can be no question that they lie east of the 141st meridian, which defines the boundary line, and so are within British territory by about thirty-five miles at least. As for the meridian itself, it is said that it has been so closely located by the surveys of the Canadians and our own coast survey that there is not at any point a difference of more than 700 feet in the claimed boundary, which, of course, would not substantially affect any controversy that might grow out of the title.

TWO OUNCES TO THE MAN ON OPHIR CREEK.

Seattle Post-Intelligencer
Aug. 31, 1898.
A Rich Strike in the Golovin Bay District Causes a Rush of Prospectors From St. Michael.
A strike in the Golovin bay district has

agitated St. Michael and many prospectors whose destination had been the Klondike are now turning toward the new diggings. Two ounces to the man has been struck on Ophir creek, a tributary of the Fish river, which empties into Golovin bay. The bay, as already published in the Post-Intelligencer, is situated sixty-five miles northwest of St. Michael. The news was brought to the towns at the mouth of the Yukon by the discoverer, a miner named Deyter. The result has been a rush.

The district has been favorably known for two years and has been prospected by small parties at intervals during that time. The location of the new diggings is fifty miles inland from Golovin bay. Bed rock was struck three feet from the surface. The findings are mostly coarse gold. There are about 100 men on Fish river, and that number is being constantly augmented by new arrivals. The camp promises to be a large one during the winter. Two mining districts have been organized and named El Dorado and Discoverer.

The largest party yet to leave St. Michael for Golovin bay is the Dusty Diamond Co-Operative Company of fifty men.

BACK FROM GOLD SIBERIA.

Seattle Post-Intelligencer
Aug. 31, 1898.
SHELDON JACKSON RETURNS TO U. S. AFTER A LONG JOURNEY.

Purchases Reindeer to Be Used by Uncle Sam in Alaska—Brings News of the Loss of the Whale Rosario—Richardson's Trouble.

A Federal official arriving on the Roanoke from St. Michael was Dr. Sheldon Jackson, Uncle Sam's general agent of

education in Alaska. He left Seattle for the north on June 27 to make his annual inspection of the government schools and reindeer stations on the shores of Bering sea.

He left St. Michael July 26 on the steamer Del Norte for the coast of Siberia in the search for several hundred domestic reindeer. Owing to press of time the steamer could remain but a short time, so that only 161 head were secured. These were brought over to Alaska and sent to Cape Prince of Wales to replace in part the herd of 450 which was taken last winter by Lieut. Jarnes, who headed the relief expedition to the frozen whalers at Point Barrow. A reindeer station will be established at Cape Prince of Wales the females taken north were killed.

Dr. Jackson sent 113 Laplanders north, and he established their headquarters at Unalaklik, from whence they will be driven to various points in Alaska. Their services may be needed in carrying the mail with reindeer. Many of the Lapps and Norwegians taken in last winter by the government have taken out their first jaspers looking to naturalization.

Dr. H. N. Gambell, of Iowa, has been appointed physician at the Unalaklik reindeer station. W. H. Doty, a graduate of Princeton university, has been appointed teacher at St. Lawrence island, in place of Mr. V. C. Gambell, who lost his life on the schooner Jane Gray.

According to Dr. Jackson's version the usefulness of reindeer in Alaska has been fully established. Before the relief expedition took nearly 500 head there were 1,465. Since that time there have been many births until at present he estimates the number to be from 1,600 to 1,800. During the winter two reindeer stations will be established. One at Nulato will be in charge of the Roman Catholic mission, while the other at Weare will be looked after by the Protestant Episcopal mission.

P. C. Richardson, of Seattle, who has the mail contract on the Yukon, sent a man



on the Del Norte to purchase Siberian dogs. He procured sixty-five in Siberia, Port Clarence and St. Lawrence island. But upon arrival at St. Michael there were no available funds to pay the freight charges, so the captain of the steamer sold the dogs to the Alaska Commercial Company. The little steamer May West, which belonged to Mr. Richardson, was also sold for indebtedness. As a consequence Dr. Jackson says there is a general feeling of discouragement in the Yukon country over the prospects of receiving any mail during the coming winter. A strong protest was sent down on the Roanoke and forwarded to the postal authorities at Washington.

The opinion is expressed by Dr. Jackson that with one exception the ice-imprisoned whaling vessels in the Arctic ocean will have a safe deliverance. It is their intention to spend the open months in whaling before returning to San Francisco. When the Del Norte put in at Port Clarence on August 5 the whaler Belvidere was in that port taking on coal and supplies preparatory to again going in the neighborhood of Point Barrow. The Belvidere crew told of the loss of the whaler Rosario, early in July on the east side of Point Barrow. No lives, however, were believed to be lost. The Thrasher, heavily laden, has taken provisions north sufficient to maintain the whaling crews through the season.

When Capt. Tuttle, with the revenue cutter Bear, left Port Clarence the latter part of July, he expected to get to Point Barrow, take on board as many of the sailors as required bringing out, and return to Port Clarence by August 15. Nothing, however, had been heard from him up to August 19, when the Del Norte returned and left for St. Michael.

ROBBERY ON BOARD STEAMER ROANOKE.

Seattle Post-Intelligencer
Aug. 31, 1898.

Passengers Claim to Have
Lost \$24,575.

SHROUDED IN MYSTERY.

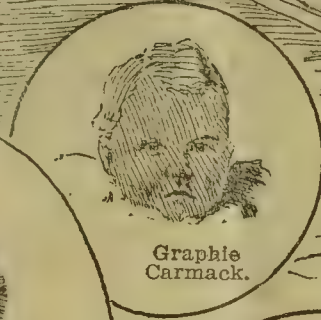
Thorough Investigation Fails to
Disclose the Missing Gold.

Said to Have Been Placed in a
Valise in the Stateroom of Albert
Fox, and to Have Belonged to
Fox, Atkins, Forndran and Adams.
—Upon Arrival at Seattle Search
Warrant Is Issued and Passengers
and Crew Are Thoroughly Search-
ed, but Without Yielding the
Slightest Clue to the Robbers.

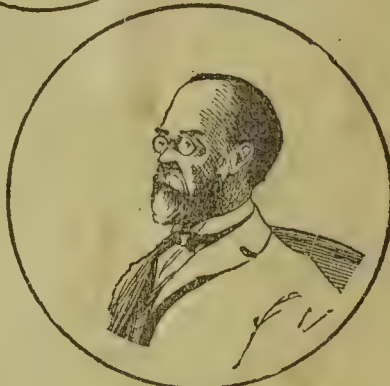
Under ordinary circumstances the fact that a steamship from Alaska had a cargo of gold approximating \$4,000,000 would be the greatest possible news, but, although bringing that amount yesterday morning, the allegation that Klondike miners had been robbed of 125 pounds of the precious metal after storing it aboard the Roanoke at St. Michael was news before which the wealth actually brought almost paled into insignificance.



GEORGE CARMACK.
The Discoverer of Bonanza Creek.



Graphie Carmack.



DR. SHELDON JACKSON.

BEFORE any of the Roanoke's passengers were allowed to land yesterday they were searched by police officers and deputy United States marshals. The scene was an interesting one for the hundreds of spectators who were on shore.

Among the Roanoke's passengers who escaped down the gangplank as soon as the officers would permit it, were Dr. Sheldon Jackson, who has just returned from Siberia via St. Michael, and George Carmack, the discoverer of Klondike. The latter was accompanied by his Indian wife and little daughter and three brothers-in-law.

When the Roanoke steamed into port at 8 o'clock and a call for police was made before any passengers were permitted to land it quickly became noised around the city that a gigantic theft had been committed and particulars were eagerly sought.

The claim was made that \$24,575 had been taken. This was said to have been in a valise in the stateroom of Albert Fox, and to have belonged to the following men: Fourteen thousand seven hundred and seventy-five dollars to Fox, \$4,000 to Frank Atkins and William Forndran jointly, \$5,000 to Forndran, and \$800 to Dr. E. F. Adams. The deed was alleged to have been committed between 9 and 11 o'clock a. m. August 21, shortly before the Roanoke sailed from St. Michael for Seattle.

United States District Attorney Gay was summoned, and after a consultation with the officers and alleged victims of the reported theft, applied for and obtained from United States Commissioner Kiefer a search warrant and two other warrants

authorizing the arrest of John Doe and Richard Roe. The assistance of the police force was requested, and under the direction of United States Deputy Marshal Tyler all the passengers were personally searched and their baggage was carefully examined before anybody was permitted to land. From 8:30 o'clock in the morning until noon the Roanoke was held by a loose line and lay in the stream a few feet from Yesler wharf; but at 12 o'clock the preliminary search was over, the boat was tied fast and the voyagers were let ashore, but not until they were again searched as they left the gang plank.

Investigation Was Thorough.

The investigation was said to be the most thorough of any ever instituted in Seattle harbor, and lasted until 6 o'clock last night. It resulted in nothing, not even a clue, it is believed, being found, although there were several times when the officers believed they were on the right track. Every berth, stateroom, bunk, hammock, box, nook and corner of the

steamer was felt of and rifled until it was certain there was not even a grain of yellow dust in it.

But once there was a flutter of hope and expectancy. Policemen Iverson, Leighton, Schenneman and Grant, with Deputy Marshal Tyler, were going through stateroom C, an apartment on the lower deck aft, when Officer Iverson discovered a portion of the wall near the ceiling that had evidently been tampered with. A strip of board three inches wide and a yard long had been removed and tacked on again. It had every appearance of having been torn off recently. The second steward was summoned, and said the defacement had been done after the Roanoke left the Yukon. Then the ship's carpenter appeared with auger and saw and cut away the board, Officer Schenneman climbed up and looked into the hole, and found—nothing. Atkins, who was near, said if the money was found by the officers everyone of them would receive \$100 in nuggets. But the discovery of this loose board was looked upon as an evidence that the alleged thieves were searching for a place in the walls of the steamer to hide their booty, and all rooms were carefully hunted through for similar clues. It was subsequently learned that stateroom C was occupied during the voyage by two men, one of whom was a consumptive and sick through the trip.

Reed and Sullivan Aboard.

The first police officers to board the Roanoke were Chief Reed and Capt. Sullivan, who responded at 8:30 in the morning. They were followed by Officers Adams and Iverson, and at intervals until the following others were going through the ship: Sergeant Ward, Detectives Wapenstein, of Chicago; Cudahy, Powers, Corbett, Williams and Meredith, and Officers Grant, Cummings, Osborn, Kelly, Adams, Holt and John Corbett. Fox, Atkins and Forndran were with the officers all day, with the exception of a few hours at lunch time, when Forndran went ashore to eat with an acquaintance. He was, however, searched before he was permitted to land.

While the men claiming to be robbed insist emphatically that their story is true, there is, nevertheless, a doubt expressed as to the credibility of their statements. The tale of these alleged victims is this: They say they were anxious to avoid paying the Canadian royalties on their gold, and did not want to give up the 1½ to 2½ per cent. charge of the North American Transportation and Trading Company for holding the dust in safety during the voyage; so they smuggled it aboard, concluding that they would watch it themselves.

But Fox was a little anxious, and before leaving St. Michael deposited \$9,225 of his \$24,000 with Pursed O'Connor, receiving a draft in exchange. The balance he put in a grip. Atkins deposited \$4,300 of his own money with the purser, but \$4,000 that belonged to Forndran and himself jointly he placed in Fox's grip, having had a previous acquaintance with the latter. Forndran, who had \$5,000 of individual wealth, deposited in also in Fox's satchel. But there was \$800 more. Dr. Adams, who is understood to have gone north in the interests of a Chicago syndicate, was a passenger on

the Roanoke, and just before leaving the Yukon, being sick and seized with terrible misgivings that he was nearing his end, he called Fox to his state room and gave him \$800, all his dust and greenbacks, to give to his, Adams', wife, if he should not reach home alive. This \$800 also went the way of the other \$23,775, into the valuable valise. The receptacle was put in Fox's room, under the lower berth, the others having implicit confidence in him. Fox had cabin No. 27, on the port side of the main deck, a little aft of the center of the boat.

Atkins tells the story that in the forenoon of August 21 he, Forndran and others were in the smoking room playing cards, when suddenly Fox burst through the door with the startling inquiry, "Have you moved the grip, boys?" They answered no; then he shouted, "It's gone, then!" They rushed to the room, and found the statement true. It was reported that Fox told the local police that he had left the room for a few minutes, leaving the door locked, and that when he returned the door and window were open and he found a strange Klondiker and the assistant steward there, and that when he questioned the latter he said that when he went to admit the stranger he found the door unlocked, and as he was assign-

ed to that room admitted him. Fox said the steward told him he knew nothing about the gold, although it was gone.

Excitement on the Roanoke.

There was great excitement on the Roanoke when the alleged robbery was reported, and every passenger immediately made himself a detective to ferret out the mystery. The river steamer John Cudahy had arrived two or three days previously and was then, alongside transferring the P. B. Weare's passengers to the Roanoke. She was searched thoroughly by a United States marshal and representatives of the North American Transportation & Trading Company before anybody was permitted to land at St. Michael. The Roanoke was anchored in the stream three miles from shore, the water being too shallow for ocean steamers to get nearer to the Yukon port. All the way from St. Michael to Seattle officers of the vessel were detailed to hunt for the missing treasure, and the passengers and crew aided.

It is pointed out by those who doubt the story of the men who claim to have been robbed that the latter cannot refer to a single man outside of their own close friends that knew they had much gold nor where they could have gotten it. Many who have been around Dawson for years say they never heard of any of them making a strike. On the trip down the river there was nobody who saw the gold reported to belong to Fox and the others nor was there a man outside their own clique on the Roanoke that knew they had the dust, although they were on the vessel several days before sailing from the Yukon. How Fox could have 125 pounds of gold, carrying it from boat to boat and to his stateroom, with not one of the nearly 500 passengers seeing it is a mystery many are trying to solve. Another reason given for doubting the tale is why should Fox deposit so small a portion of his treasure with the purser and keep the balance himself, and why should Atkins deposit his own and not his partner's, although Forndran deposited all of his own? Even the \$800 given to Fox in trust was not put into safe keeping.

Another circumstance considered suspicious is that Fox sailed under the name of J. H. Brown and Forndran as Charles Moore. Their reason was that they traveled on tickets issued to men of those names.

Capt. Kidston Suspicious.

Capt. Kidston, of the Roanoke, has no faith that the robbery was committed, giving as his reasons those already stated.

United States District Attorney Gay, after thoroughly cross-questioning the reported victims yesterday, expressed a doubt that anybody but themselves had entered the stateroom when the treasure was reported to be stolen, and did not believe anybody could take 125 pounds of gold dust from the room without others knowing it. He was reluctant to have a search warrant issued and gave his consent only upon the earnest solicitations of the passengers, who wished to free themselves of all suspicion. He did, however, believe that the United States officers should use every effort to discover if a crime had been committed, and if so in ferreting out the guilty.

Dr. Adams was seen at the Great Northern hotel on North First avenue yesterday afternoon. He was at first reluctant to say anything, holding that he believed implicitly in Fox's honesty and was well able to stand the loss; but as he thought over the details of the affair he was on the point of going to the United States attorney's office and swearing to a warrant for the arrest of Fox, Atkins and Forndran on the charge of robbing him. He at last, however, said he was too ill to bear the excitement and would await further developments and until he was in better health. His wife, who was with him, wanted him to take the steps at once. Dr. Adams had an office at Dawson, where he is understood to have represented Edwin Drew and other Chicago capitalists.

Albert Fox says he is from La Peer county, Michigan, and that he met Dr. Adams on the trip from Seattle to Dyea last March. He went from there to Dawson over the Dyea trail, the doctor taking the Skagway route. He first went to the Klondike in the spring of 1895. He says the \$24,000 he brought was the proceeds from his digging and the sale of his interests.

Frank Atkins is from Portland, Or. He

commenced mining on the Yukon four years ago and came out a year ago, returning last spring.

William Forndran claims Rock Springs, Wyo., as his home, and says he was two and a half years in the Klondike. He claims a quarter interest in a claim on Dominion creek.

P. B. Weare, of Chicago, who was aboard the Roanoke, had this to say of the alleged robbery:

"At the time the robbery was said to have been committed I was not yet aboard of the boat, and I do not know anything about it, other than the story as told to me by the men and that information is familiar to every passenger. We are doing all in our power to find the missing gold, and the passengers, baggage and boat were thoroughly searched in a systematic manner. The company would have been responsible for the gold if it had been placed with the purser, but under the existing circumstances we will not assume the responsibility."

No Arrests Made.

There were several reports of arrests being made last night in connection with the Fox-Atkins-Forndran alleged robbery on the steamer Roanoke, but there was no truth in them. The police have been withdrawn from the vessel, but it is understood that the officers of the vessel are maintaining a close watch to see that none of the gold reported stolen is taken from the Roanoke, if it should be there. Albert Fox has registered at the Northern hotel and will be there for a few days.

GOLD BOAT NUMBER THREE.

Dora Bluhm Brings Another Treasure Cargo—J. W. Duke Frozen to Death on the Trail.

With her small deck crowded with miners from Circle City the little schooner Dora Bluhm arrived on the Sound yesterday from St. Michael, making the third gold boat within twenty-four hours.

Six miners from the best district on the American side were the passengers on the steamer and 800 ounces in bright Birch creek gold was her cargo. Two-thirds of the gold was in the possession of one man, Louis March Christol, of Tacoma.

The death of J. W. Duke of Pennsylvania from freezing on the trail while trying to carry provisions to starving Tanana Indians, is a terrible story as told by the returning miners. It was early in February that the reports of starvation among the Tanana Indians reached Circle City. Relief supplies were contributed from the slender store held by the miners and Duke started out with a big dog team to deliver them. He never reached his destination, as he was found by a party that followed a few days after he started.

His body, frozen stiff, was found on the trail where he had camped for the night. They carried it back to the Birch creek country and buried it with ceremony on his claim, No. 2 Eagle creek. The only other deaths at Circle City during the winter were those of James Barker, from Puget sound, and Dr. R. Harris, of California.

The passengers on the Dora Bluhm include Louis March Christol, of Tacoma; Robert Duma, of Tulare, Cal.; E. E. Girzikowski, of San Francisco; C. Q. Buxton, of Arizona; George S. Lefford, of Boston; C. V. Bigelow, of Seattle. Christol has 800 ounces of gold which he took from his claim on Eagle creek. The other men have about 400 ounces between them.

Mr. Christol said that 500 men had wintered at Circle City this year. Not once during the long winter had they received any mail, although they understood fifty tons of it was lying at Dawson because no one cared to pack it down the river. He says that he spent one season on the Tanana river without finding a color in thirty prospect holes. Then he went to Circle City and struck a good claim, which had been abandoned in the rush to Dawson. Mr. Christol is well known in sporting circles having at one time been champion lightweight wrestler of the world.

FOR GOLD WORSHIPPERS.

Seattle Post-Intelligencer
July 26 1896
RUSHING TO THE KOYUKUK.

A Vast Region Offered to the Prospector for Proof.

GREAT PROMISE OF WEALTH.

Mighty River, Tributary to the Yukon and on the American Side, Causes the Latest Excitement—Bar Diggings Known for Ten Years and Always Good for a Grubstake—Numberless Streams From the Headwaters—Many Expeditions Are Now Fitting Out.

A great rush of eager prospectors is setting from all directions to the Koyukuk river, which joins the Yukon 600 miles from its mouth on the northern side. The Koyukuk is a mighty river, fed by seven branches, and each branch taking substance in turn from countless creeks and smaller streams. The whole country of the seven branches is laced with running water in intricate design, and many indications would seem to point to the existence in these divergent and widespread head waters of vast mineral wealth. A boon for the unfortunates crowded from the older locations; another chance for the unlucky who have tried and failed; an opportunity for the newcomer who seeks where to sink his shovel in golden earth. They are heading to the new fields in small boats and steamers, or over the land trail from Fort Hamlin, and not one but thinks he is at last on the right road. There is no fear of being crowded out; a region almost inexhaustible is offered for proof, and the success or failure of the pioneers will be eagerly watched.

Seven steamers owned by private expeditions are being prepared back of St. Michael island to run exploring parties up the Koyukuk this spring. Two other steamers, destined the same, are almost completed at Dutch harbor. Passengers could be readily obtained at the mouth of the Yukon by any steamer scheduled to make trips to the new district, but such enterprise is checked by the fact that the companies at St. Michael and Fort Get There refuse to sell supplies to such steamers at any less than retail prices. Failing to secure steamer passage, many will go up the river in small boats, and the district will soon be alive with prospectors. From W. M. Scott, a mining expert of Chicago, who came down on the Roanoke fresh from a vigorous experience in the Koyukuk, was obtained a description of the country and its prospects.

Room for Thousands.

"I do not want to be responsible for a rush which may prove disappointing," said Mr. Scott, "and do not feel like saying much of the riches of the district."



J. PHISCATOR
OF MICHIGAN.



CAPT. HEALY
OF CHICAGO



CLARENCE BERRY
OF SAN FRANCISCO



T.S. LIPPY
OF SEATTLE.



The First Map of the Koyukuk District.

Prepared from a rough sketch made by William Scott. The Koyukuk is a tributary of the Yukon river, which is attracting considerable attention. It is on the American side and offers great inducements for the old and new prospectors.



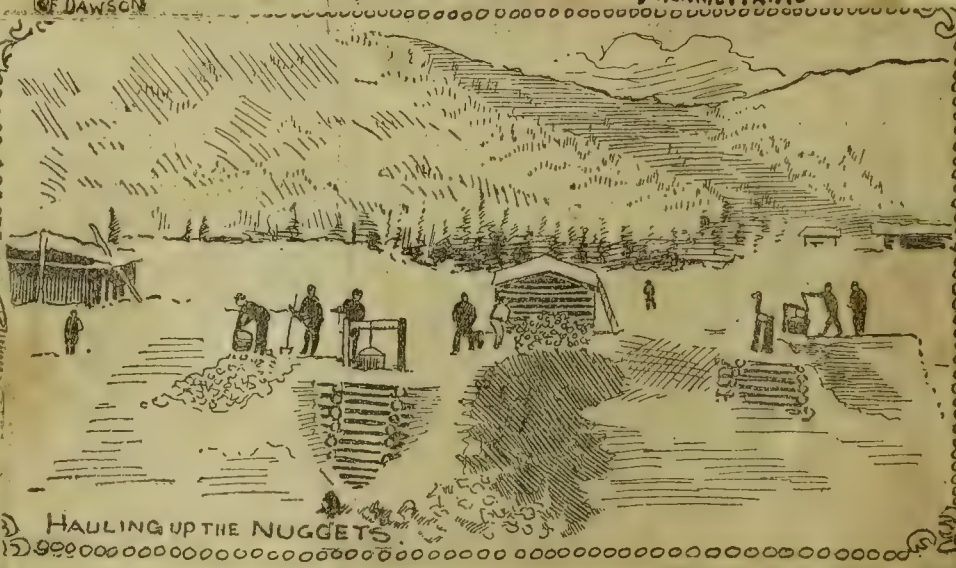
R.R. LOWE
OF DAWSON



WILFRED GAUVIN
OF SAN FRANCISCO

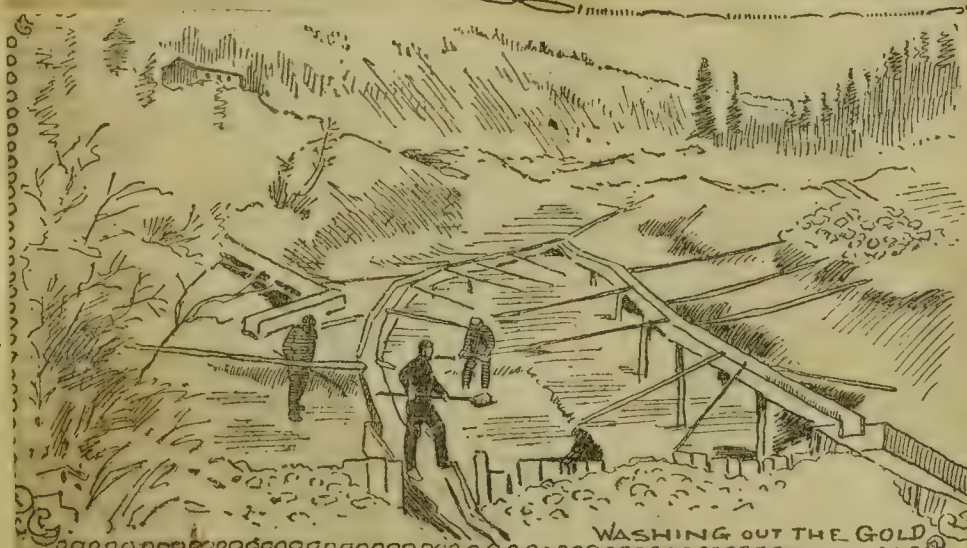


G.L. RICKARD
OF HENRIETTA, MO.





DAWSON CITY



WASHING OUT THE GOLD

Seattle Daily Times.

Four million dollars, mostly in gold, the biggest cargo that ever came out of the Klondike or any other mining camp, was the value of the piles of dust and nuggets on the famous treasure ship Roanoke which arrived at 9 o'clock this morning direct from St. Michael. Over half of the amount was said to be the treasure of the North American Transportation and Trading Company.

The Roanoke arrived in the harbor, but not at the wharf. Capt. Kidston got his lines fast and then allowed the ship to drift away. To the wharfinger he yelled, "Send for the police."

There had been a robbery on board—the first of the year on the ocean boats that brought back the Klondikers. Three sacks containing dust valued at \$25,000 were stolen from stateroom 27 either just before the Roanoke left the harbor of St. Michael or just after she sailed on August 21st. The owners of the stolen gold were A. Fox, \$14,000; William Folmer, \$9,000, and Dr. Adams of Chicago, \$800. A Marshal was sent up on the river steamer Cudahy to look for the gold among the passengers. Company, and the Misses Healy were United States Attorney W. R. Gay were soon on board. On shore a big crowd gathered, waiting for the unloading. They joked the passengers and were joked in turn. The passengers were very anxious to get ashore, but the police were in no hurry.

There were 458 passengers on board. Portus B. Weare, of Chicago, manager of the North American Transportation Company, with the Misses Healy, were among the prominent passengers.

Dr. Sheldon Jackson, of reindeer fame, is back from St. Michael after having secured a supply of dogs and reindeer for Mail Carrier Richardson.

George Carmack, the discoverer of Bonanza Creek and the starter of the Klondike rush, was on board with some \$35,000 in dust and valuable drafts. His Indian partners "Stick Jim" and "Tagish Charley," were with him with \$35,000 each. Tagish Patsy had \$7,000; a whole company of Indian wives and half-breed children were with him.

How the Ship Was Searched.

It was nearly 12 o'clock when the U. S. Marshals appeared on the scene with a properly executed search warrant. Chief Reed and Capt. Kidston came ashore and roped back the crowd. More officers were sent for. The warehouse on the dock was closed and preparations made for searching the passengers. Two gang planks were put out and the crowd began to come ashore. Each man was searched as he left the ship by two blue-coated officers. He was then instructed to take his baggage into the warehouse and open it up. Not a passenger was missed; even Dr. Sheldon Jackson had to submit to search.

Many of the men had sacks of dust. These they were compelled to take out and show Mr. Fox or Folmer. Sack after sack was carefully examined, but none resembled the missing old bags. It was the strangest scene that has ever been witnessed here in connection with the arrival of a gold boat. Many of the boxes of gold that were carried out were heavier than two men could carry. One chest was so heavy with yellow stuff that it took three men to carry it to a truck. It was in the possession of a Klondiker named Theyer. As the last man came ashore and the last piece of baggage was gone through, and still no sign of the missing gold, the faces of its former owners dropped.

Neither Fox nor Folmer would talk to reporters. From the police who were taken into confidence in the case the following story of the robbery was obtained.

Fox and Folmer are old-timers on the Yukon. They came out last year and returned in the spring, to sell their claims. They succeeded and the money stolen was part of the proceeds. When they got on the Roanoke they hired a stateroom on the

lower deck and kept their gold inside. Dr. Chas. F. Adams of Chicago left a sack containing \$800 with them for safe-keeping. Fox's sack contained \$14,000 and that which bore Folmer's \$9,000.

Shortly before the Roanoke sailed the river steamer Cudahy came alongside to transfer passengers. Folmer went on deck and Fox followed him, after locking the door and shutting up the window. A few minutes later Dr. Adams, who was sick and desired to hire a nurse for the



EDWIN A. THORP
OF SEATTLE



HARRY ASHE
OF DAWSON

trip down, asked Fox for his money. The latter went to get it and found it missing. The officers were consulted and the ship searched thoroughly before any more passengers were allowed to come on board. It did no good, however, and nothing has since been seen of the sack.

The following notice was posted on board the Roanoke relative to the big robbery as above noted:

Lost—\$2000 Reward.

A valise containing gold dust, about \$24,000. A reward of \$2000 will be paid and no questions asked to any person returning the same or giving information where it can be found to

ALBERT FOX,

Stateroom 27, Steamer Roanoke.

Discussing the Big Robbery.

Dr. Sheldon Jackson says he cannot conceive how the robbery of 125 pounds of gold dust could have been made without some one seeing the act. The three men were taking turns at watching and there were 500 people on and about the ship. When it is conceived that this sum of money was carried out of the room in broad daylight and under the eyes of so many people, it is quite remarkable.

Walter A. Hall, who was a passenger down from Rampart City, in speaking of the robbery, said he thought it might have been removed from the stateroom by the thieves who placed it aboard the river steamer Cudahy, lying alongside at the time. Fox was the last man to leave the room and he fixed the catch on the window and locked the door. On his return he found the door unlocked. Mr. Hall said it was right after the breakfast hour and the Cudahy had pulled alongside the Roanoke to transfer some 300 passengers who had come down the river on the Weare and the Cudahy from Dawson.

Stateroom 27, in which the stolen gold was put in a valise, is on the dining room deck. He thinks it could have been removed from the room by passing it through the window and over the rail to confederates on the Cudahy, in which

case it would be carried probably back up the river. This theory must have impressed itself upon the officers for a search of the Cudahy was made by a Deputy Marshal and Capt. Richardson of the United States Army at St. Michael. They did not find anything and the supposition is that if the theft was made in that way the gold was soon after divided up into such small amounts that it could not be identified. There is a general impression, said Mr. Hall, among the miners on the boat that the theft was made by some of the boat's crew and divided so as to lose its identity.

Who Had Gold.

The great storerooms of the Roanoke, securely guarded, were full of gold. Over \$2,000,000 belonging to the North American Transportation and Trading Company was of course the biggest consignment. Then followed the shipment of \$350,000 worth of yellow stuff from the Canadian Bank of Commerce at Dawson to the local assay office. Then there were twenty or more old-timers from Dawson, all of whom had over \$10,000 and some nearly \$60,000. Then there were fifty more of semi-fortunate Klondikers—men who bring out from \$500 to \$5000 each. The great majority, however, were of the crowd who rushed into Dawson with the push last year and who are glad to reach Eastern homes over the cheap rate railroads. In their haste to get away they have not tried themselves nor have they given the country a fair trial. The following list of rich men and amounts is furnished by W. A. Hall, the energetic Times correspondent at Rampart City, who returned on the steamer:

G. W. Jenkins	.....\$54,000
Theodore Anderson	..... 50,000
George Carmack	..... 35,000
Stick Jim	..... 35,000
Tagish Charley	..... 35,000
Emilia Gay	..... 10,000
Ike Powers	..... 15,000
H. Done	..... 15,000
F. Renaud	..... 15,000
Frank Pichen	..... 10,000
G. S. Henning	..... 10,000
Tagish Patsy	..... 7,000
And Dun McGilvary, Knute Munson, Frank Atkins, Joe Raynard and Frank Bushong, all of whom have large amounts.	

G. W. Jenkins' dust weighed 270 pounds. He is a well-known Yukon pioneer. Ike Powers, who brings out \$15,000 in dust, has been on the Yukon fourteen years. This is his first visit to civilization in that time. Pichen and three others are known as the French boys, and all are well fixed. Poor Stick Jim, better known as Skookum Jim, was unfortunate in losing \$7,000 of his hard-earned treasure.

Indian Stick Jim Was Robbed.

On the trip from Dawson to St. Michael on the steamer Cudahy, a clever robbery was perpetrated on Stick Jim, an Indian partner of George Carmack. Jim had one sack of dust which contained \$7000. He intended using it for spending money and probably would not have objected to turning some of it over to clever confidence men, but he did object to being robbed all in a bunch. Someone got hold of his sack, dumped out the gold and filled it with shot. It was carefully sealed up again and Jim did not notice that a change had been made until he got to St. Michael. By that time it was impossible to catch the thief.

Seattle People Aboard.

There were a number of well-known Seattle people on board the Roanoke. Most of them come back with little to show for their trip to the Yukon.

Jessie Cochran, formerly the well-known sign painter and Councilman, was one of the best fixed. He has been in Dawson for several years and brought back a box of gold which he kept between his legs while exchanging greetings with his friends on shore.

E. W. Small of South Seattle returns quite sick after a year in Dawson. He has some good properties.

L. E. Chestnut, a former Seattle painter, returns with titles to several claims.

Mr. Pratt of North Seattle has good claims on Sulphur and other creeks. He returns for a short visit.

Rees F. Daniels, a local attorney, who went to Dawson on legal business, was on the boat.

Jim Agnew, a popular man about town until he went to St. Michael as agent for the N. A. T. & T. Co., returns for the winter with his wife and children.

A former real estate agent named Foster was on board with some gold. A Mr. Parker of North Seattle was another passenger.

Roanoke's Passenger List.

The Roanoke's passenger list is as follows:

A. Arronson, F. Atkins, F. Anderson, T. Adams, E. F. Adams, J. P. Agnew and family, J. Adams, J. Ashman, O. W. Anderson, E. P. Ash, J. F. Atwell, J. Barber and wife, J. H. Brown, Miss Bradshaw, Mrs. Bodine and child, F. Beck, J. P. Boscraans, C. E. Brown, M. Bevenstock, L. Briggs, C. J. Baulm, W. H. Briggs, J. Byrne, W. M. Brownsell, Geo. Carmack and family, J. W. Crow, J. Corbett, W. R. Cuthbertson, R. E. Chestnut, John Curtiss, J. Cochran, G. Cato, M. Conner, R. Cromenberg, A. Cutler, J. F. Cady, C. Campbell, R. Creed, L. R. Cole, E. Carr, J. R. Clark, H. Done, A. Dickens, A. E. Dautray, F. H. Downing, H. Dunn, R. Deheholm, T. Dowling, S. Dawson, H. Donnenberg, N. Duclas, J. Donaldson, J. Dallas. O. Danielson, R. P. Daniels, E. H. Elliott, E. S. Echols, J. J. Ellis, F. A. Erett, G. F. Ellis, J. F. Feeney, H. Fogg, J. Fairfield, G. B. Goodell, E. Gay, Miss B. Grantly, J. P. Gallagher, E. B. Gleason, H. B. Goldfinch, J. H. Goldstein and wife, W. H. Gregory, S. C. Gillford, G. Greenlass, A. Gouch, J. A. Gresham, G. C. Green, J. M. Galvin, E. Green, Saml. J. Heron, G. L. Henriux, L. Huff, J. A. Halpin, Mrs. F. Halliday, G. A. Irwin, G. H. Ivey, W. H. Jenkins and wife, C. Johnson, Mrs. Jackson, F. Johnson, E. J. Josie and wife, C. C. Jewell, Dr. Sheldon Jackson, J. F. Jackson, J. W. Johnson, E. C. Kellogg, W. Kelly, J. Kreenan, Geo. La Mora, A. B. Lewellyn, Mrs. Leitty, J. B. Lynch, F. H. Lewis, John Lynch, L. Lemonstrauss, C. Moore, K. Munson, J. A. McDonald, H. D. Mabry and wife, J. R. Mead, G. L. Manning, R. T. Moore, J. R. Merrill, A. Mutsch, J. Moses, I. H. Miller, D. McIlroy, C. McNaughton, W. R. McDonald, C. McLane, R. McGinnis, D. Nash, C. E. Nevanger, E. D. Nash, C. Nesbitt, C. H. Osborn, C. W. Ogilbe, F. Pickens, J. Powers, J. G. Perlander, Mrs. Pringle, W. J. Park, P. Phillips, H. Pullinger, C. Peacock, C. C. Prescott, J. C. Pickett, E. C. Price, W. J. Park, M. Quinn, J. Rowan, R. Renard, C. Robbins, W. H. Robinson, C. W. Ross, M. Riley, H. Ross, J. Rollingsstone, J. C. Rubeck, W. C. Shepard and wife, Mrs. A. Smith, E. Shettine, F. P. Seale, S. S. Swan, G. L. Spencer and wife, H. J. Sheafe, J. F. Smith, W. Sutherland, P. Sutherland, G. F. Topaino, F. E. Thayer, A. Travis, E. Thomlinson, W. A. Taylor, J. Turnay, A. W. Turbin, E. Ulin, A. Veazie, A. K. Varney, A. W. Wassen, M. Watson, S. Walker, R. E. Wood, E. G. Woodford, A. Wilson, J. Walsh, J. Wadell, A. Wood, E. B. Wright, P. Wauen, T. W. Williams, C. W. Young, T. A. Young, W. Zabrisky and 361 others; total, 454.

Conditions at Munook.

Walter S. Hall, of Rampart City, said to a Times' reporter yesterday: "After an actual residence in the mining camps adjacent to Rampart City for thirteen months past, I am convinced that there is gold-independent fortunes—to be made in Alaska by those who can come in to stay and stay to work. Nowhere on the earth's surface has there heretofore been found such a broadcast and plentiful distribution of gold as in the greatest of our territorial possessions. The mining era for Alaska is just dawning. Men are becoming familiar with the ways and wants of the country and at no time in the history of Alaska have the routes of travel been so accessible or the food supply so plentiful as now.

"The country is all right, but the climatic conditions are hazardous to health and especially the summer season. Winter is the more favorable time for work and getting over the ground. We believe that the camps adjacent to Rampart City and the Koyukuk country will yield an immense output of gold for the coming winter's work and that the stampede to the American Yukon basin in 1899 will surpass the rush to Dawson in 1897 and 1898.

"The latest news from Munook before our departure from St. Michael on the Roanoke was the arrival of hundreds of people at the camp and the landing of tons and tons of provisions. The washup of \$20 a day to the man on Mail Creek is confirmed. Three sawmills are running, new buildings are going up in all parts of the camp. Lots on Front Street have jumped double in price. Munook can be considered a very busy camp this winter."

They Got Fresh Fruit.

After the Roanoke was made fast to the dock and the passengers were awaiting the slow movements of the officers to get ashore, someone on the dock threw a peach into the crowd of grizzled men on the bow of the vessel. This little act set the men wild. They yelled for more and this cry for fresh fruit started the ball rolling and in a few minutes a perfect storm of peaches, apples and plums was launched at the heads of the miners. Some of the spectators in their enthusiasm rushed off and bought fruit by the boxful and tearing off the lids fired the contents on the deck and through the open portholes in the side of the ship.

A great deal of fruit was lost overboard through the poor marksmanship of the throwers or the indiscriminate grabbing by the men on deck. Several times the missiles struck the miners in the face or neck and spluttered over them, to the delight of the crowd ashore. The luckless miner, however, didn't care—he simply wiped it away and yelled for more.

Became Deranged.

A man aboard the Roanoke who worked his passage down from St. Michael became deranged this morning, and was taken in charge by the ship's officers and put in irons to prevent him harming himself. His name was unknown to the officers of the ship, but he gave the name of Tom and his mania appears to be that someone is going to kill him.

Dr. Jackson Returns.

Dr. Sheldon Jackson, U. S. Commissioner of Education for Alaska, returned on the Roanoke after a three months' trip to St. Michael, Siberia and Port Clarence. From St. Michael he took the steamer Del Norte to Siberia on July 26. The steamer went direct to St. Lawrence Bay where reindeer and dogs were secured. The number of deer taken was 161. They are intended for the station at Cape Prince of Wales and are to pay back those taken by the Government for the whaler relief expedition. They were landed at Port Clarence along with 29 bundles of reindeer skins.

"The trip was very humdrum," said Dr. Jackson this afternoon when he finally succeeded in getting clear of the steamer. "We visited a number of reindeer stations and found herds progressing finely. There is no news of importance from any of the stations. Mr. Chalmers, a Norwegian, and father of the superintendent of the Teller station, died there in July. This was the only death among the reindeer men. We brought back to St. Michael a number of dogs which will be used by Contractor P. C. Richardson in carrying the mails up and down the Yukon. He will also employ the Laplanders which the Government sent north."

Alaskan Marine News.

The Roanoke left St. Michael on the afternoon of August 21 and came straight through to Seattle without stopping at Dutch Harbor. The steamer Garonne arrived on August 20 after an uneventful voyage. Mrs. J. H. McGraw, Miss Kate McGraw and Mr. and Mrs. E. M. Carr were well. They were to take a boat for Munook in a few days. The steamer Protection arrived August 21.

The Del Norte sailed for Seattle two days before the Roanoke left. As she was to put into Dutch Harbor she is not yet due here. The last of Moran's river boats, the Pilgrim, arrived at St. Michael in good shape on August 20. She had steamed alone from the bay where the White Star was wrecked. The river steamers of the N. A. T. & T. Co. are breaking the round trip records from St. Michael to Dawson and return. First the John C. Barr cut the time to twenty days and the Cudahy on her last trip made it in eighteen days.

News of the Whalers.

The Del Norte called at Port Clarence on her way back to St. Michael and brings some important news from the imprisoned whaling fleet. The whaler Belvedere had succeeded in getting free from the ice and was loading supplies at Port Clarence. Her Captain intended leaving in a few days after whales.

He reported that the whaler Rosario was lost early in July. She was in an exposed position and the movement of the ice floes crushed her sides. The Captain of the Belvedere said that his was the only vessel that had gotten out up to the time he left. A considerable catch of whales had been made by floe fishing as the ice broke up. He believed that the remaining vessels would get out all right.

LIFE IN DAWSON CITY.

A Pennsylvanian Writes of the Situation in the City of the Klondike.

FRANKLIN, Pa., Dec. 3.—Robert Bruce, son of the Rev. J. C. Bruce of Allegheny, Pa., has written the following account of the situation in Dawson to a friend in this city. Bruce was a well-known member of the Williams College football team.

"DAWSON, Yukon Territory, Oct. 19, 1898.

"I seize the opportunity to write to you, as the last mail leaves to-morrow. We had not expected to be able to send out any mail until the Yukon was frozen over, but they are going to try and get a boat through, although the river is running pretty full of ice, and there is no certainty that she will go through. Have had more hard luck since I last wrote, namely, the loss of our horses. Had we been able to get them here from our headquarters on Forty Mile we could have made \$150 per day with the three, as a horse earns \$5 per hour here; \$10 for a team. The only possible way for us to get them here was to come across the hills, and our attempt was made too late, as the country was covered with snow, and we couldn't find any food for the poor brutes. Three days out we were caught in a storm, and the horses played out forty miles back in the mountains. As our progress had been slower than we expected, we were very short of grub, and this, as you will readily believe, is a serious matter when you are an unknown distance and in an unknown direction from the nearest supply. When the horses gave out we shot them and started out, with heavy packs on our backs, to make Dawson. The snow was pretty deep, and the mercury would drop to 10 and 15 deg. below zero at night. Of course, we had to leave our tent when we disposed of the horses, so we slept out, with a big fire on either side, which we took turns in keeping up. This lasted for four nights. The last three days we had nothing to eat but flour, and very little of that, so that when we got here none of us felt very husky. One learns to get used to such things here, though.

"I don't know just what I shall do yet, as we can't start in to do any work of any kind on any of the claims we located, not having capital enough to get the necessary amount of grub. Living is very expensive here, as you will see from the following scale of prices, which prevail at the stores here: Flour, \$16 per 100 pounds; cornmeal, \$25 per 100; rolled oats, same; bacon, 50 cents per pound; fresh beef, \$1 per pound; moose, 75 cents per pound; canned meats, 75 cents to \$1.50 for two-pound cans; condensed milk, 50 cents per can; sugar, 50 cents per pound; and you must have a pull at the big stores to get it, and butter will cost you \$2.50 per pound. Clothing is very high, too. A suit of underwear which at home would cost \$1.50 costs you \$8 here. Now and then you can get a bargain from somebody selling out, but not very often. Cabins rent readily from \$40 to \$125 per month, according to size, location, &c. Still, if a man is at work, he can live well and save money, as the ruling wage is \$1 per hour. Work is plenty, but men are plentiful.

"The population of Dawson is considerably over 20,000, and some claim nearly 40,000. The streets are crowded with men and women and children, and more dogs than you could count. If a couple of dogs stop to argue some little matter, the affair at once becomes a canine riot, and I have seen a bunch of seventy-five dogs at least, all barking, snarling and fighting at once. The town is run 'wide open' except Sundays; saloons, each with its open gambling room, and houses of ill-fame galore, each with its sign, go to make up the attractions. Still, with all this, Dawson is the most orderly town I have ever been in. No fighting or brawling on the streets, and no crime. This is due to the mounted police, who are very efficient. Sunday we had a big fire, in which the new Post Office and many other buildings were totally destroyed, despite the efforts of the Fire Department with the new steam fire engine. Loss about \$150,000."

ADVICES FROM FORT YUKON

Washington Post

Capt. Ray Complains of the Alaskan
April Mail Service. 1898

Failure to Provide the Post-office at Circle City with Stamps—Indians Along the Porcupine Are Starving—Are in Need of Troops.

Secretary Alger has received some interesting reports from Capt. P. H. Ray, of the Eighth Infantry, who was sent to Alaska to keep the War Department informed as to the condition of affairs there, resulting from the large immigration as a result of the gold excitement. The latest of these reports is dated Fort Yukon, December 20, a little more than a month later than those previously received. The Captain calls attention to the deplorable condition of the mail service in Alaska. The regular contractor brought but one mail (October 12) as far as Circle City this year, and had sent none out. There is no provision, he says, for forwarding mail west of Circle City in the winter. The postmaster for Circle City is somewhere in the States, his assistant has been put out of the office for drunkenness, the Post-office Department has failed to provide the post-office with any postage stamps, and the mail that comes in by steamer, via St. Michaels, is without any proper supervision. There are no route agents, and the officers of the companies handling the mail pay little or no attention to it. The present mail contractor is frozen in somewhere about the mouth of the Tanannah, and it is to be regretted, the Captain says, that contracts are awarded to men who do not understand the conditions existing in the territory. They seem to be financially and mentally incapable of fulfilling their obligations.

The Captain says that the migration of people from Northwest territory has about ceased. From parties direct from Dawson he learns that those who are without provisions to last them until the opening of navigation, are going out, by the way of Juneau. From his knowledge of the conditions existing at Fort Yukon and reliable information from Dawson City, he does not believe there will be any loss from starvation among the whites.

The Indians along the Porcupine and Juan-de-leur are starving. Advance couriers have come in begging that food be sent out, as the women and children are dying along the trail. The Captain has sent out food and said he would do all he could to keep them from perishing. There are about 140, all told, in two bands. They report that the Caribou migration did not come their way, and that the fish catch last fall was almost an entire failure, nearly all their dogs have perished from the want of food, leaving them helpless.

The Captain says the civil authorities are not furnishing any protection to life and property from the boundary to the sea, and are powerless to do so with the meager machinery at their command. A dangerous element gathered at Fort Yukon that was forced out of Dawson shows some disposition to be troublesome, but the Captain says he hopes to be able to keep them under control.

For the Presbyterian Banner. April 6, 1898

The Klondike Gold Fields.

BY CHARLES S. GARRISON.

The Klondike gold region is a wide, hilly valley included between the Continental Divide on the east and the Coast Range on the west and extending from Teslin Lake on the south to Circle City on the north. This region is 300 miles wide and 600 miles long, and is probably the richest country in gold deposits now known. Aside from its gold deposits this country has nothing to recommend it to the public.

Throughout the whole region vegetation is very sparse and fuel is very scarce; there is but little game and not many fish. On account of the soil never thawing altogether, agriculture is practically impossible. Yet it is estimated that over \$65,000,000 will be expended this next season in reaching the Klondike.

The Klondike may be reached by some nine or ten different routes, but I will speak only of the most used ones. There are three

overland routes: (1) the Edmonton and Peace River route; (2) The Telegraph Trail; and (3) the Kamloops route. All of these routes start from the northwestern branch of the Canadian Pacific R. R., and reach, by a course, more or less direct, the headwaters of the Yukon River, down which he must float, from whence the traveler may make the remainder of the journey without danger, except for the rapids in the river. The actual cost of the journey by these routes will not exceed \$250. Probably the least dangerous route is what is called the St. Michaels all-water route. By this route the miner leaves San Francisco, Portland, Tacoma, Seattle or Victoria and proceeds directly to the mouth of the Yukon River by steamship and is there transferred to a river steamer which carries him up the Yukon 1,880 miles to Dawson City, in the heart of the gold country. By this route, transportation costs anywhere from \$150 to \$300. The miner is allowed 150 pounds of baggage. It is said, however, that while this route is safe and comfortable, it is very slow and uncertain.

The Chilkoot and White Pass routes have been more used in the last year than any of the others. These routes include a water journey from San Francisco and other points on the west coast of the United States to the head of Lynn Canal, an arm of the Pacific running deep into the coast of Alaska. Into Lynn Canal flows the Dyea and Shkagway River. The Chilkoot or Dyea River route follows the Dyea River far up into the mountains, and the White Pass or Shkagway route follows the Shkagway River for some distance. The routes are very similar. As one man described them, "simply narrow, tortuous, ever-ascending gorges in the mountain chain." Although these routes are the most difficult they are shorter than any of the others and consequently more used. By either route the traveler reaches Lake Bennett, from which the journey is very easy, being, except for a few short portages, an all-water route.

After the gold fields are reached, prospecting begins. The miner examines all the creek flats in his vicinity, and if he finds any vacant claims he thinks would pay, he stakes off his claim and goes to the closest land office and registers it. A registration fee of \$15.00 is charged. In British America a claim is, if on a stream, 100 feet along its banks and back to the hills; if not on a stream, the claim is 100 feet square. In Alaska, where the dirt is not so rich, as much as 15 acres is granted. This last is in U. S. territory. The "pay dirt" or gold bearing soil is found in a layer about three feet thick above the bed rock. This "pay dirt" is covered by a porous layer of sand, gravel, ice and moss anywhere from three

HOW YUKON RIVER BOATS ARE BUILT AT

Many Inquiries From Inexperienced Prospectors.

Many inquiries received in the Post-Intelligencer office as to the way to build a Yukon river boat have led to the securing of practical information on the subject from experienced men. The following letter is a sample of many at hand:

"Newspaper accounts say, 'At Lindenman you build your boat,' and the whole

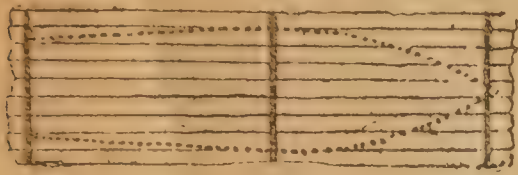


FIGURE 1.

matter is disposed of, just as Prof. Herrmann would go into the timber and say to a tree: 'Presto change,' and behold we have our boat. Now, I am a fair mechanic, a good engineer, a blacksmith and a machinist, yet I don't think I could make a good boat, and anyone can chop down a tree or saw a log with a whipsaw, but when it comes to knowing how to make the frame and all the joints, that is a different matter. I believe information on this subject will be of interest to many people."

Tools and Materials.

In the construction of a boat which can be depended upon to carry men and supplies safely down the lakes and river, a complete set of tools and materials is necessary. A complete kit would be as follows:

An ax, an adze, a broad hatchet, a broad ax, a whipsaw, drawknife, brace

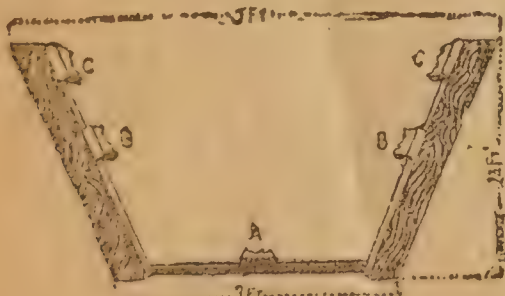


FIGURE 2.

and assorted bits, a hammer, a calker's tool, a pulley block and 200 feet of rope, chisels, files, whetstone, saw-set, square, compass, tape line, chalk and line.

A man accustomed to the use of tools could probably get along with a smaller outfit. The materials needed will be twenty to thirty pounds assorted 6, 8 and 10 penny galvanized nails, twenty pounds assorted wire nails, ten to twenty pounds pitch, five to fifteen pounds oakum, two to five pounds tallow, fifty feet half-inch rope, eighteen to twenty yards sail cloth, two or three small pulleys, copper, brass or galvanized strap hinges, with brass barkeys according to the number of doors wanted; two or three good padlocks, glazed sash, galvanized glue for floor.

Making the Saw Pit.

The first thing to do on reaching the point where the boat is to be constructed is to draw up a working plan, and the next to make a saw pit. In the Yukon



FIGURE 6.

region this is done usually by cutting off four or six trees at an equal height, about six feet from the ground, so that their tops shall afford resting places for string pieces made of logs laid on top and secured thereto by means of pegs driven through holes bored in the logs. When completed this structure is a parallelogram of say twenty to thirty feet in length, between ends, and three to five feet between the sides. Where trees cannot be found convenient, posts are set in the ground so as to give the necessary elevation. From the top of this parallelogram to the ground skids are laid, up which, by the aid of the block and tackle, a log is rolled to the top, and being firmly secured in place by iron dogs or any other convenient means to prevent turning, the work of whipsawing lumber is begun. This operation is conducted by two men, one standing on the log, the other beneath it. Thus the work continues until the requisite amount of lumber has been sawed.

Boats for a small party going down the Yukon are usually built twelve feet long, flat bottomed, square stern, pointed stem, 2½ feet in depth, width of bottom amidships, 3 feet, width at top amidships, 5 feet. After deciding on the size of the boat, the bottom should be laid and the ribs gotten out, as illustrated in the accompanying diagrams.

Figure 1 shows the bottom of the boat held together by cleats at bow, amidships and stern; dotted line indicates the chalked outline of the boat's bottom for saw guide.

Figure 2 illustrates the method of constructing the ribs, which may be fitted according to the outline of the boat's bottom, as chalked out on figure 1, as they vary in width according to position. They should be solidly constructed and be placed not farther apart along the boat's

length than eighteen inches, one foot being preferable.

When all the ribs have been gotten out and put together they should be placed in an erect position upon the bottom of the boat, so as to conform to the outline chalked thereon, and nailed to a narrow board in the center running from stem to stern on the top of the ribs at the point indicated by the letter A in figure 2. Other narrow boards should be nailed to the ribs from stem to stern on the inside at the points indicated in the diagram by the letters BB and CC.

When this has been done there is finished a complete skeleton of the craft. At intervals of two or three feet along the entire length of the boat cleats should be temporarily nailed to the running boards CC from side to side, in order to give rigidity to the frame.

Clothing the Skeleton.

Now the entire framework must be inverted, so as to bring the bottom of the ribs on top. Saw out the bottom (see figure 1) along the chalked line, and nail securely to the bottom ribs, using the galvanized or wire nails. Next, having previously prepared them, nail the boards to the side ribs, beginning at the bottom and lapping each successive board over the other from half an inch to an inch, as shown in figure 3. This is known as the lapstreak method. The planks may be fitted so that the edges come together, the seam being slightly beveled outward to receive the calking. This done the opening at the stern should be closed with a board of suitable size and shape, fitted carefully. Having completed the inclosure of the boat, it should be turned right side up and all nails carefully clinched on the inside. Then again invert it, the joints must all be calked with pitch and

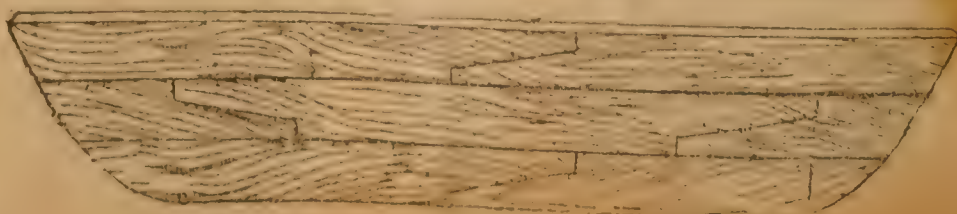


FIGURE 5.

Details of Construction.

Details of Construction Carefully Illustrated.

rendered impervious to water with a coating of pitch.

A sail or sails are fitted to the boat; rowlocks are made usually of wooden pegs set in a block fastened to the gunwale of the boat. Such a block is of the form shown in figure 4.

The block is fastened to the gunwale by means of screws through the bevel. Sweeps are fashioned out of selected timber, with the aid of a drawknife and adze or broad hatchet. Instead of a rudder a long sweep is used for steering river boats, because it is the only device that will control the boat in the swift current of the rapids.

To Make a Strong Barge.

A common form of barge is constructed with hold and deck for large loads. It is not so easily managed as the smaller boat, but as constructed will withstand harder knocks than the frailer vessel. As in all forms of craft it is flat-bottomed. The first step in its construction is to get out the timber for the sides, which in form are not unlike the runners of a sled. They should be six inches thick, of the length decided upon for the vessel, and two feet in width or more, according to the depth

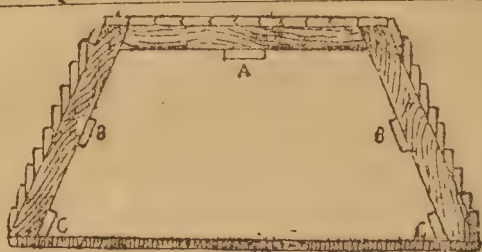


FIGURE 3.

of hold desired. The diagram will illustrate the construction of these sides for a vessel with six feet depth of hold.

In this diagram timbers two feet wide are represented and the proper form of joining them is illustrated. These joints are secured with wooden pegs driven into holes bored through the timber.

When the sides have been constructed the bottom should be laid on with boards two inches thick of a length equal to the desired width of the craft. These may be fastened to the bottom either with screws, countersunk, with spikes or with wooden pegs. Additional strength may be given to the craft by running string-pieces through the center from front to back and bracing the sides with knees. When the bottom has been planked the deck should be laid in like manner. Having done this all seams must be calked and pitched and a substantial craft is the result, upon which a considerable weight may be safely transported across the lakes and down the river. For propelling such a boat extra large sweeps are re-

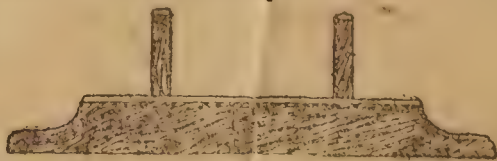


FIGURE 4.

quired, such as two or three men would be needed to handle. A large rudder may be added and some light shelter constructed on such a boat. When finished ready to launch this vessel would appear shown in figure 6. In any form of construction a coating of paint to the side will be of advantage, though not essential.

THE KLONDIKE

Seattle Daily Times

Government Report of the
Mining District.

August 16, 1897

CANADIAN ADVICE

Only the Sober, Strong and
Healthy Should Go.

YUKON'S TERRIFIC STORMS

Recall the Fate of Blacki-
stone and Bottcher.

NEW YORK, Aug. 16.—A dispatch to
The Herald from Washington City says:

Secretary Gage has just received from
the Minister of the Interior of Canada an
official report on the Klondike mining dis-
trict. It is a confirmation of the reports
of Wm. Ogilvie, the Dominion Land Sur-
veyor, and contains other matters from
other officers of the Canadian Government
who have previously visited the region or
are there now.

At the outset the Minister states that
the report is published in response to nu-
merous public demands.

"The object," he says, "is not to induce
anyone to go to that country at the pres-
ent time. Until better means of commu-
nication are established a man undertakes
serious risks in going there, unless he has
sufficient resources to tide him over the
long winter. After September egress from
the country is practically impossible until
the following June, and a person that has
not been successful in locating a paying
claim has to depend for his subsistence
upon finding employment. Wages are at
times abnormally high, but the labor mar-
ket is very narrow and easily overstocked.

"It is estimated that up to the middle
of May 500 to 1600 persons had crossed the
Dyea Pass this year. Several hundred
more will go by steamers up the Yukon.
Whether employment will be available for
all and for the considerable population al-
ready in the district is somewhat doubtful.
It will therefore be wise for those who
contemplate going to the Yukon district
to give serious consideration to the matter
before coming to a decision."

An extract from the report of A. E. Wil-
lis, Assistant Surgeon General for 1895, is
given to indicate the climate of the Klon-
dike, characteristics of the inhabitants,
and the mode of living. He also describes
the kind of men that should go to the
Klondike. He says:

"The climate is wet. During the win-
ter months the cold is intense, with usual-
ly considerable wind. A heavy mist ris-
ing from open places in the river settles
down in the valley in extreme weather.
This dampness makes the cold felt much
more and is conducive to rheumatic pains,
colds and the like. In selecting men to
live in this country I beg to submit a few
marks, some of which will be of assist-
ance to the medical examiners in making
their recommendations:

Men should be sober, strong and
healthy. They should be practical men,
able to adapt themselves quickly to their
surroundings. Special care should be tak-
en to see that their lungs are sound, that
they are free from rheumatism and rheu-
matic tendencies, and their joints, espe-
cially knee joints, are strong and have
never been weakened by injury or disease.
It is important to consider their tempera-
ments. Men should be of cheerful, hope-
ful disposition and willing workers. Those
of morose, sullen natures, although they
may be good workers, are very apt, as
soon as the novelty wears off, to become
dissatisfied, pessimistic and melancholy."

Mr. Ogilvie, chief of the boundary sur-
vey, in a report of a trip down the Yu-
kon, says regarding the weather:

"It is said by those familiar with the
locality that the storms which rage in the
upper altitudes of the coast range during
the greater part of the time from October
to March are terrific. A man caught in
one of them runs the risk of losing his life,
unless he can reach shelter in a short
time."

Mr. Ogilvie on this same trip had much
difficulty with the Indians, and they de-
manded \$20 per hundred pounds for carry-
ing his goods. On being told that the par-
ty had a permit from the Great Father in
Washington City to pass through the
country, and that the Indians would be
punished if they interfered, they reduced
the price to \$10. Mr. Ogilvie estimates that
there are about 460,000 acres of land along
the Yukon and its branches that might
be used for agricultural purposes. Mr.
Ogilvie gives the miners a bad reputation.
He says:

"I may say that it is generally very dif-
ficult to get any exact or even approxi-
mately exact statement of facts or values
from miners. Many of them are inveterate
jokers and take delight in hoaxing. The
higher the official or social position of the
person they hoax the better they are
pleased. I have several times found that
after spending hours getting information
from one of them it would be all contra-
dicted by the next one I met.

"Another cause of difficulty in getting
trustworthy information from them is
that in a certain sense they consider every
Government official or agent their enemy,
and that he is in the country to spy upon
their doings and find out the things which
the great majority of them are very much
averse to have known."

Murder and Suicide.

SAN FRANCISCO, Aug. 16.—John Mas-

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to thirty feet thick. Therefore, the miner must often sink a shaft. If his claim is on a creek flat, he will be unable to work it in summer because the water will flood any excavation he may make. He must do his mining while the ground is frozen. During his first summer he must prepare for his winter's work. First he builds himself as good a shelter as possible; then he secures all the fuel he can lay his hands on, because he cannot have too much. When winter comes the real work of mining begins. The miner will generally try to secure a partner, as two men on a claim can do as much in one day as one man can do in three days. Besides, in case of sickness, a partner can be very useful. The miner builds a fire on the ground and as soon as the ground begins to thaw he removes the softened layer and again builds his fire in the excavation made. Thus he works down to the "pay dirt." When he reaches "pay dirt" he digs it up, using the same methods, and puts it into buckets, which his partner up above, draws up on a windless and dumps it into a separate pile. When the warm spring sun begins to thaw the heap of "pay dirt," the miners build their sluice boxes. These are long troughs with cleats on the bottom. In the spring the snow melting on the mountains and hills cause little rivulets to form. The miner dams these up and turns the water into his sluice boxes. Then the dirt is thrown in. The clay and sand is washed down toward the lower end of the box, while the gold, flour, sand and nuggets, sinks to the bottom

of its own weight and is caught by the cleats. When enough dirt has been washed the water is turned off and the gold collected and put into any receptacle the miner possesses.

After a miner has "cleared up" his claim, that is quit working on it, a valuation of his product since he registered his claim is taken, and if he has taken out \$500 or less a week, he must pay a royalty of 10 per cent. to the Canadian government; if he has taken out more than \$500 a week he is required to pay 20 per cent. It is impossible to estimate the quantity of gold a claim will yield or even to approximate it. It has been the case where two claims were side by side that one was worthless while the other was yielding its owner a fortune.

To reach the Klondike in good shape, a man should have not less than \$1,000; he should have a good and substantial, but not cumbersome outfit; plenty of provisions and lastly, a good, hearty, robust constitution. Before starting for the gold fields, the situation should be thoroughly reviewed. Take two-thirds of the number of men the transportation companies estimate will go to the Klondike, that is 100,000, each man will not get there, counting provisions, outfit, etc., for less than \$600. Then every man expects to double his money at least; all hope to do better than that. Yet if every man should double his money, that would mean that the Klondike gold fields must yield the sum of \$120,000,000 in the next year. Whether this amount will be produced remains to be seen, but I venture to predict that there will be some very much disappointed men in Klondike this next spring.

Therefore, it would be my advise that if a man has \$1,000 and a love for comfort, he should stay at home and be content with sure, if slow, profits. All is not gold that glitters.

OF INTEREST TO KLONDIKERS.

Official Circular Concerning Goods Shipped *Seattle* Into Alaska. *Times*

Regulations governing the entry and transportation of merchandise destined for the Klondike region and Northwest Territory of British Columbia, via the United States subports of Juneau, Dyea and Skagway or other customs ports in Alaska. *Feb 21. 1898*

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., Feb. 2, 1898.

To Collectors of Customs and Others Interested: The following regulations are published for the information and guidance of all concerned:

1. Imported merchandise arriving at Juneau, Dyea and Skagway or any other customs port in Alaska for transportation to the Klondike region, unless immediately entered under warehouse, transportation and exportation entry, will be taken possession of by the chief customs officer at the port and stored at the expense of the owners.

2. Such merchandise may, after proper entry has been made, proceed under warehouse, transportation and exportation entry, in charge of a customs officer, the cost of whose transportation and maintenance must be paid by the importer, or upon the filing of a bond by the importer with satisfactory securities, for its due exportation; said bond to be in amount equal to the duties and charges on the goods, and to be canceled upon proper evidence of exportation. Whenever the owner shall prefer to deposit with the deputy collector an amount of money equal to the duties and customs charges on the goods, the filing of a bond may be waived, and such deposit will be refunded by the deputy collector receiving it, as hereinafter provided; but in view of the prohibition of the landing of intoxicating liquors within the Territory of Alaska, any package containing such spirits intended for immediate exportation shall be transported in custody and under the supervision of a customs officer as above provided.

3. A manifest and duplicate copy of the entry containing a description of the merchandise, with the numbers and marks of the packages, shall be presented to the Collector at the subport at which entry is made, and said manifest and entry, after being duly certified, shall accompany the merchandise on its route through United States territory, and shall be delivered with the duplicate copy of the entry to the deputy collector at the frontier for verification by comparison with the merchandise covered thereby.

4. A deputy collector shall be stationed at the frontier line on the route used for such transportation, and it shall be his duty to identify the merchandise by comparison with the description thereof contained in the entry and certified manifest.

5. If the merchandise corresponds with the description and shall pass into British territory, the deputy collector at the frontier shall so certify in the manifest, which shall then be transmitted by him to the Collector at the port of entry, and he shall also give the owner a certificate stating that the conditions of the bond have been fulfilled, or, if the duty shall have been deposited with the Collector at the port of entry, the deputy collector shall furnish the owner with a certificate of exportation, which certificate, duly indorsed by the owner, shall, whenever presented to the deputy collector by whom the deposit was received, be accepted by him as full authority for the refund of the amount due on such deposit, and such refund shall be paid by him to the original owner, or to the person designated by the owner's indorsement on the certificate.

6. If any of the merchandise included in the manifest shall have been consumed or abandoned on the route or shall otherwise fail to appear at the frontier, duty shall be collected on the same by the deputy collector at the frontier, before he shall furnish a voucher for the cancellation of the bond; if the duty shall have been deposited at the port of entry the deputy collector shall deduct the duty on the missing goods from the amount so deposited, and shall give his voucher for the balance remaining due to the owner of the goods.

7. All imported animals or merchandise abandoned or sold on the route through United States territory shall be seized by the customs officers and forfeited to the Government unless duty shall be paid thereon.

8. Whenever the Collector at the port of entry shall receive from the deputy at the frontier a report that the conditions of any bond have been fulfilled, he shall cancel such bond; and whenever he shall receive the certified statement of exportation above provided and a voucher for the duty remaining due the owner, he shall pay over such duties, or so much of the same as shall have been found due, to the owner of the goods or the person duly designated by the indorsement of the owner.

9. The customs officers at the ports affected by these regulations are hereby authorized to require, whenever they shall deem it expedient to do so, the landing under customs supervision of all imported goods at such wharf or warehouse as shall be duly designated by them, there to be held in customs custody until the issuance of permit for their removal.

10. All articles carried by passengers on the above routes, which are in use, and which consist of wearing apparel and personal effects necessary for the present comfort and convenience of such passengers, are exempt from duty.

11. Any person engaged in an attempt to evade the United States revenue laws under these regulations will be arrested, and on conviction will be subject to the extreme penalty of the law in such cases provided, and any merchandise introduced into the United States in violation of the revenue laws will be confiscated by the Government.

12. For the information of persons interested, the following copy of the regulations issued by the Commissioner of Customs of the Dominion Government is published herewith:

Regulations issued by the Commissioner of Customs, Dominion of Canada.

Regulations for carrying goods of the United States and other foreign goods in transit through Canada, from Juneau, Alaska, to Circle City, or other points in Alaska, United States, via Chilkoot or White Pass.

(1) Imported goods in transit, as above described, shall be reported at the Canadian custom-house, Lake Tagish, and may be entered for exportation there on the usual form, "In transitu," in duplicate.

(2) The goods may then be delivered without payment of duty to be carried to their destination out of Canada by any transportation company which has duly executed a bond in the form prescribed by the Minister of Customs, for the due and faithful delivery of all packages carried by such company and for the general compliance with the customs laws and regulations governing such traffic.

A duplicate of the "entry in transitu," duly signed and marked with the proper customs stamp, shall accompany each shipment of goods conveyed by a bonded carrier, so that the same may be returned to the custom-house at Fort Cudahy, with a certificate thereon as to the landing of the goods in the United States or of their being passed outward from Canada within six months from date of entry.

(3) If the goods when entered in transitu for exportation are not delivered to be forwarded by a bonded carrier, as provided in the last preceding section, the duty thereon is to be deposited with the customs officer at Lake Tagish, subject to a refund of same at the port of Fort Cudahy when the goods pass outward, or upon the certificate of an officer of the United States or of the Canadian customs that the said goods have been landed in the United States within six months from the date of the in transitu entry.

The duty deposited in such case is to be indorsed on the entry and certified by the customs officer in charge, and the duplicate of the entry, duly certified and marked with the customs stamp, is to be delivered to the person making the deposit of duty.

(4) A report of each "entry in transitu" shall be forwarded by mail without delay by the customs officer at the sending port to the Collector of Customs at Fort Cudahy, for the collection on the goods entered in transitu and not duly exported.

(5) The articles usually classed as travelers' baggage are to be passed free without entry.

JOHN M'DOUGALD,
Commissioner of Customs.

Ottawa, December 17, 1897.

N. B.—The foregoing regulation also applies to goods as above via Stickeen River and Dalton trail.

JOHN M'DOUGALD,
Commissioner of Customs.

January 8, 1898.

The Canadian regulation in regard to travelers' baggage is as follows:

"Wearing apparel, articles of personal adornment, toilet articles and similar personal effects of persons arriving in Canada may be passed free without entry at customs, as travelers' baggage, under the provisions of the customs tariff, but this provision shall only include such articles as actually accompany and are in the use of and as are necessary and appropriate for the wear and use of such persons for the immediate purpose of the journey and present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other persons or for sale."

L. J. GAGE, Secretary.

THE EVENING POST

ON THE KLONDIKE ROUTES.

Trails Already Blockaded with Men and Goods—Serious Outlook for the Spring Movement—Newer Routes that May Be Popular.

PORTLAND, O., March 2.

Although the rush to Alaska may be said to have only just begun, a condition of affairs has already developed in Dyea and Skaguay which promises to disappoint the expectations of thousands of eager gold-seekers. The trails across the Chilcoot and White Passes are practically impassable because of the frequent and severe storms, and will not be in good condition until about the 1st of April. The result is that thousands of men and thousands of tons of supplies and mining outfits are crowded together on this side of the summit, creating a blockade. It has been generally understood that it was foolish to go up to that country earlier than March with the expectation of crossing the passes, and that one who did so would simply subject himself to a long wait, to needless hardships and possible sickness, while consuming supplies which should be kept for service in the gold-fields. Notwithstanding this fact, travel began in January, and has continued through February, an average of a steamer a day having landed men and freight at Dyea and Skaguay. Those who took this early start did so because they feared a blockade, and were anxious to get over the summit, expecting to wait at the lakes for the opening of the river to navigation. The blockade they hoped to escape has come upon them, and they are not over the summit yet. Many have spent a month of hardship and toil, and are worse off because of it than are the newest arrivals.

There are not less than 20,000 people in Dyea and Skaguay encamped along the trails as far as the weather conditions have permitted them to advance, only a few miles at the most. The quantity of supplies, outfits, boats, machinery, etc., averages not less than a ton to each man. This average will be kept up during the month of March, and by the 1st of April, when the work of getting over the summit will begin in earnest, a moderate estimate of the number of men and quantity of freight that will be assembled there is 50,000 persons and 50,000 tons of freight.

The only thing that has been accomplished on the Skaguay trail to make it more passable than it was last summer has been the building of some small bridges and some improvements on the road leading out from Skaguay. There has been a tramway project there, but no progress has been made with it. The indications are that the Skaguay trail will not be materially better than it was last summer, when it was blockaded and rendered practically impassable by 3,000 or 4,000 people and their outfits. Of course, as long as the snow lasts in the spring, the trail will be a better one than when the traveller has to encounter mud and boulders, which were such an obstacle a year ago.

As for the trail from Dyea, which is the one experience has proved to be the best, two tramways are under construction for the transporting of goods. One of these has a tram-railroad from Dyea to the base of the Summit Ridge, and an electric-bucket system across the summit to Lake Lindemann. The other has two tramway cables leading from the first and second divides and ending at Lake Lindemann. Connection between the last of these and Dyea will be made with wagons and pack-animals. Neither of these enterprises is ready for operation, and the possibilities are that they will not be so much, if any, before the 1st of April. When in complete operation, their combined capacity will not exceed 400 tons per day. Assuming that by the use of pack-animals, 100 tons per day could be taken over the White Pass from Skaguay, this leaves the total capacity of all facilities provided for both passes at 500 tons per day. This means 100 days for transporting 50,000 tons, that will be accumulated there by the 1st of April. In other words, accumulations could not be cleared away before the middle of June. The probabilities are, however, that during the months of April and May an equal quantity of new freight would demand attention.

In this calculation no allowance is made for the freight which could be taken over on sleds by individuals and by the aid of dogs. This would be inconsiderable. In fact, with such a mass of men and of goods, it would be almost impossible for freight to be moved at all on those narrow parts of the trail where the right of way would be the subject of contention. If people so interfered with each other last fall as to create a blockade on both trails with less than 6,000 people attempting to go over, it does not require a great flight of imagination to see the utter blockade that would be created by 50,000 people.

One who intends to go to Alaska may well stop and consider what his chances are likely to be in such a mob, and whether he would not do better to seek some other route or some other objective point than the Klondike region. Of course, transportation facilities from the coast ports to Alaska have been provided for Dyea and Skaguay, but doubtless as soon as this blockade so develops that intending gold-hunters demand to be taken somewhere else, steamers will leave the Dyea and Skaguay routes and seek other ports, such as Copper River and Cook's Inlet. At these places there is room for all. No narrow cañon trail confines the gold-hunter to a particular route, but there is opportunity to spread out over a wide expanse of country, now practically unknown, but reported to be rich in gold. There are said to be low passes through the mountains from both Copper River and Cook's Inlet, leading over to the Tanana and to the head-waters of Birch Creek, by which the now promising gold-fields on the American side of the line may be more easily

reached than by the route across the Chilcoot Pass and down the lakes and rivers. The government is now fitting out an expedition to Copper River. Undoubtedly these routes will be opened up the present season by prospectors, even should not the great stream of travel be turned in that direction.

There are already indications of a desire on the part of gold-hunters to abandon their idea of going to Dyea and Skaguay, and to strike for the Copper River and Cook's Inlet. Beyond doubt, this tendency will rapidly increase as the crowded condition of the passes becomes better known. At present the only facilities for reaching Copper River and Cook's Inlet are the United States mail-boat, operated by the Pacific Coast Steam-Whaling Company, from San Francisco; the two small steamers now on the route from Portland to Copper River, and the small steamer running from Port Townsend to Copper River. These steamers are already inadequate to meet the demand, and doubtless more will soon be put on the route.

Attention has also been turned in the direction of the route by Fort Wrangel and Stickeen River, Telegraph Creek, and Teslin Lake, but, as yet, facilities have not been provided. Several small river-steamers are being constructed for the Stickeen River, to ply between Fort Wrangel and Telegraph Creek, which is the point of disembarkation for the overland journey of 150 miles to Lake Teslin. On this stretch of 150 miles it is proposed by a Canadian company to construct a railroad the present year, under a special grant from the Dominion Parliament of 20,000 acres of land per mile, and the time set for its completion is the 1st of September. It is thus seen that, for this season at least, only such travel can go over the Stickeen route as can be handled by pack-animals, and this, of course, cannot be very extensive. Possibly several thousand people will attempt this route, with the probability that a large portion of them will make a failure of their effort. Should this railroad be built, and efficient light-draught steamers be placed on Lake Teslin and Hootalinqua River, another year the Stickeen route would be the favorite one.

Undoubtedly a great many who intend to go to Alaska are waiting to take the ocean and river route during the summer months. Here there is as much uncertainty as on the passes. The facilities have yet to be provided. Possibly as many as fifty small steamers are under construction or have been purchased for use on the Yukon the coming summer, but navigation of that river is expensive and dangerous. Channels are narrow and tortuous and known only to a few people. Fuel is very difficult to procure, and it is understood that the companies already operating on the river have secured all that can be had for several hundred miles from the mouth of the stream. These companies will not take miners' outfits, preferring to take in goods for their own stores and sell them to miners after they get there. Consequently miners wishing to take outfits will have to depend on independent boats, which promise to be a very uncertain reliance. Certainly, one going by that route should not undertake it unless the transportation company contracts with him to carry him clear through to his destination. This, however, is a matter about which more will be known a few months later. As stated above, the natural outcome of the present condition of affairs would be the opening up of new routes and new objective points for the thousands who will be disappointed in their expectation of getting over the passes, and of getting into the Yukon country by the present routes.

Seattle **POETIC PROPHECY**
Daily Times
Lines Composed on Board the Clara Nevada
Feb 21 While Bound North. 1898

The Clara Nevada left here January 27 on her north-bound trip. One of her passengers grew poetic over the experiences encountered on the trip. Those experiences were expressed in the following lines sent from Juneau, Alaska, by Dr. J. W. Lansing, who wrote them:

'Twas January twenty-seventh, eighteen ninety eight,
The steamship Clara Nevada cleared with passengers and freight,
From Central dock, Seattle, 'mid parting shouts and tears,
Bound for Alaskan waters, for Skagway's frozen piers.

The ticket agent vowed to us—it seemed an honest boast—
"This steamer is the fastest one on the Pacific coast."
Our printed posters tell the same—freight thirteen dollars per ton—
Fare thirty-five to fifty—trip 'bout four days, by gum!"

We started on our journey with thoughts of joy and gold—
But soon we realized that we'd been stuffed and cheated sold.
Full eighteen knots per hour he swore was to prove—
Instead of this the rattle of ice scarce be seen to move.

Then came the sad realization that the freight clerk, tail a tank,
Measured our cargo with figures so big each bill would start a bark.
How the purser and others jibbed us—we bought our tickets too soon
For the Clara Nevada was billed to leave just two days sooner at noon.

They reared some berths between the decks—a dark and jail-like hall—
Scant space was left to turn or pass—some had no bunk at all.
Some sank upon the cold, hard floor, but still the steward said—
"Secure me with three dollars, sir, or blanket your own bed!"

Some ships steamed proudly by us—the wind and waves did roar.
The deck leaked rain, our beds got wet and mud was on the floor.
We had no place to sit at ease—no fire to warm our toes—
Graybacks accumulated and held prize-fights in our clothes.

The steward had a bill of fare to feed the human race,
But when we'd chew his "Mulligan" stew we'd have a tired face.
Sometimes a trifling change would turn monotony about—
Soup, mush, tough beef and coffee—he fears we'll have the gout.

Sometimes fresh water was too scarce to wet a parching throat—
You see, we couldn't use the pump, for "Mickey" kept the bolt.
'Twas not "O'Doogan's fault, at all—his orders were so plain—
"Shure Mickey" has no feathered wings, but he gets there just the same.

One long week's misery has fled; no Skagway is in sight.
We feel that we have been relieved and robbed of what is right.
We think these Klondike hardships have started in too soon
So coming friends be warned and give this boat more room.

Seattle Post-Intelligencer
March 13, 1898

The Stickeen river is now declared to be a failure, as the winter of 1897-8 is concerned. The mild season has made travel over the river very difficult, and even impossible. The Stickeen is navigable for about four or five months during the summer and fall, and it would appear that traffic over the widely advertised all-Canadian route will be limited to that period, even assuming that the railroad from Telegraph creek to Lake Teslin can be operated the year through. Of course, there will be winters when the frozen river can be traversed in safety, but the experience of the past several months would indicate that no permanent route can thus be established. It is more than ever apparent that the Canadians started on their great railroad project without sufficient investigation of conditions.

CANADIAN ROUTE

A TOTAL FAILURE.

Thousand Men Stuck Fast on the Stickeen.

GOING BACK TO WRANGEL.

Others Must Camp Till the River Is Clear of Ice.

All Their Labors for the Last Two Months Will Go for Naught—Three Months Must Elnapse Before Steamers Can Move Them—Fight Against Overwhelming Odds Is Given Up in Despair—Weather Has Been Mild, and as a Result the River Ice Was Soft—Impossible to Pull a Sled—Brown's Story.

The much-boasted all-Canadian route to Dawson via the Stickeen river and trail, Lake Teslin and the Hootalinqua river, is a failure. Between 700 and 1,000 men, after struggling for days to drag their sleds through the mushy ice with which the Stickeen is covered, are stalled at various points along the river. None have gone further than twenty miles up, and many are going back to Wrangel in disgust. Others will camp where they are until the river is clear of ice and the sternwheelers begin to run. All their labors for the past two months will count for naught, as it will be nearly three months before the steamers can move them. The four big outfits, which are stalled by the failure of the Stickeen to prove available for winter travel, have chartered the river boats, and the hundreds of individual prospectors will have to wait a month after the river opens. This is the dismal news which the steamer Ottago City brought back from Fort Wrangel yesterday afternoon. Several of the passengers were men who have given up the fight against overwhelming odds, and are toiling for weeks on the river.

Among these was Anthony La For Brown, who has been trying since early last spring to get into the Yukon country. He packed a thousand-pound outfit over the Chilkoot pass, but finding ice beginning to freeze in Lake Bennett, sold it rather than remain seven months at the lake. His attempt on the Stickeen was commenced early in January. He has spent several thousand dollars, and is anything but a "quitter," but he has had experience enough to recognize the impossibility of doing anything on the Stickeen. When seen by a Post-Intelligencer reporter last night, Mr. Brown said:

"The Stickeen route is an absolute failure as far as winter travel is concerned. Such is the opinion of the 700 men who have spent from seven to eight weeks trying to pull their outfits up over the ice and none of whom have been able to get more than twenty miles up the river. The only men

who have reached Telegraph creek with their outfits started early in December when the weather was very cold. They endured great hardships but had hard ice. Since early in February the thermometer has seldom been below 30 degrees above zero and as a result the ice on the river is very soft. It is almost impossible to pull a sled through it against the cold wind that is always blowing down the river. Horses sink into it so far that they are absolutely of no use and can do little or no work. The eight weeks I have been at it have been harder, much harder than taking my outfit across the Chilkoot pass late last summer. I saw there was no chance to get to Teslin lake until late in the summer and decided to give up the trip and go back to Boston.

"It was on January 20 when J. J. Wheeler of Duluth, Oscar Crocker of New York city and I arrived at Fort Wrangel. We expected to push up the river over the ice to Telegraph creek in a few days and get to Teslin lake in five or six weeks. The first delay was in getting to the mouth of the river. For ten days after we arrived the boats were unable to land at the island eight miles from Wrangel, from which point the strong ice could be reached. The floating ice was so thick that the boats could not be pushed through it. We were in a hurry to get through and were going in light. We had but 500 pounds of supplies and 150 pounds of outfit for each man. In this way we had to make but two trips.

"The ice was soft from the very start. We absolutely could not make any time on the river. We got up at 4 in the morning to get the benefit of any crust that there might be early in the morning. By noon the ice would be so soft that we would have to quit for the day. The wind was a great drawback. It always blew, and always blew in our faces. At times water would be a foot deep on the icy surface of the river. This made the work much harder. When we went into camp it was very hard to find wood. The cottonwood we could not burn and spruce was very scarce. Finally after getting to the twenty-mile point we decided to camp and investigate the upper river. Hope of colder weather and better ice further up stream had caused us to keep on as long as we did. Getting snowshoes I made a trip twelve miles further up the river. The surface ice was just as soft and the outlook so bad that I decided to turn back. My companions went into camp at twenty-mile point and will wait there until the boats pick them up.

"Between 700 and 1,000 men are scattered along the river between Twenty-Mile point and the island. Only a very few have been able to get further up than Twenty-Mile. Four big outfits are stalled, two not having been able to get away from the island. Hardly anyone on the river is making any progress, except the newcomers, who will not believe but that they can do what others have failed in doing.

"The McKenzie-Mann outfit have got up the river further than any of the other large crews. They are fourteen miles from the mouth and in camp. There are several hundred men in the outfit, and they have many horses. They expected to go through to Telegraph creek in a hurry and commence preliminary work on the railroad at Teslin lake. They have given up trying to get over the ice, and are securing charters from the river boats to take their stuff up as soon as the river opens. The Duney outfit is camped near the McKenzie-Mann crowd. There are about fifty men in this party. They had a large number of horses, but have sent them back down the river, as they were of no use whatever.

"Two large sawmill outfits failed to get away from the island at the mouth of the river. There seemed to be absolutely no way of moving their heavy machinery over the ice. The two sawmill outfits are known as Armstrong's and the Gypsy Queen. The Armstrong outfit tried it for several weeks, but finally had to give up. The Gypsy Queen is backed by Chicago capitalists and will wait till the river opens.

"Even with the number of people that are giving up and coming back, from twenty to fifty men leave Wrangel every day. They will not listen to any argument. They say that those who come back are 'quitters,' and believe that they can make the trip. It will be from eight to ten weeks before the ice is out of the river and the steamers commence running. Even then the individual prospector will not get a chance to ship his goods on the steamer for at least a month. The

big companies have bargained for the boats for the first few trips, and the prospector will have to wait until the big company outfits are taken to Telegraph creek.

"The inability to get in over the ice will make the Stickeen a very undesirable route this summer. It has upset all calculations. The boats that were to be built for service on the lakes cannot be completed until late in the summer. The sawmills will not be in operation much sooner, and the railroad will be very much delayed. The Stickeen route is the longest and, I believe, much the hardest route to the interior waterways. Many will haul their outfits back to Wrangel and go in over the Dyea and Skagway trails. The boats charge from \$3 to \$5 for passage from Wrangel to the island and \$5 a ton for freight. The rates on the river steamers this year will be very high. It will cost more to get up the river from Wrangel than to go from the Sound to that point."

SERIOUS STUMBLING BLOCK.

Soft Snow on Valdes Glacier Interferes With Argonauts.

MAKE VERY LITTLE PROGRESS.

Only Ten Men Have Thus Far Crossed the Glacier and They Are Not Well Provisioned—Work of Crossing Is Dangerous and Accidents Are Feared—A Burro Which Is Making Money for Its Owner.

Soft snow on Valdes glacier is proving a serious stumbling block to the hundreds of Argonauts headed for Copper river, and on November 12 there was a small blockade at Valdes and Copper City. Only ten men have so far crossed the glacier and they had only six months' provisions. Many others have their outfits part way across and are waiting for a cold snap to harden up the snow and ice.

Three steamers arrived from Valdes yesterday and all bring news of a blockade. When the Rival left March 5 only 600 people were waiting to cross the glacier. Three days later the steamer Dora added a crowd that had sailed from Sitka. When the Excelsior sailed on March 12 the number had increased to 1,160, and still the cold snap had not come. No one returned on these steamers, however, except a few sick men. By this time the number at Copper City has increased to over 2,000 by the arrival of the Valencia and other steamers. If the wind has not turned and the weather grown colder the blockade will be rather serious.

The Excelsior, which arrived yesterday afternoon, brings the latest news. At the time she left there was about eight feet of snow on the glacier and the warm weather had made it very soft. Travel through the soft snow was very difficult and many had given it up for the time in hopes of getting a cold snap, which would put a crust on the snow.

W. A. Conover, of Red Bank, N. J., who has spent several weeks in the vicinity of Valdes, looking over the situation, returned on the Excelsior. In speaking of the conditions at Valdes, he said:

"The crowd of Copper river prospectors is meeting with considerable trouble on the first stage of its overland journey, which is over the enormous Valdes glacier. It is about five miles from the point where the steamers land on the ice to the foot of the glacier, and twenty-seven miles across the ice. There are four benches to be crossed on the glacier, and the elevation is considerable. Up to March 12 but ten men had succeeded in getting their outfits across all four benches. Some had reached the first bench with part of their outfits, but the rest of those who had attempted to cross the glacier at all have gone back a few miles. The trouble is due to the warm weather, which keeps the snow very soft. A great many have gone across the glacier without their outfits. At

one place it is said to be very dangerous, and it will not be strange if some of the Argonauts slide to a terrible death. In one place the trail is but three feet wide, and to slip over either side would mean a fall of hundreds of feet.

"It is very mean work getting your goods from the edge of the ice to the shore. In some places the water is more than a foot deep on top of the ice. It makes nasty work. The little steamer Salmo is reaping a rich harvest from the prospectors who have given up the Copper river trip and are making their way into the Kenai country. She took fifty men and their outfits from Valdes to Resurrection bay the week before we left. A Chicago party headed by H. C. Elliott became discouraged with the outlook for getting across the glacier, and is going to try to find a new way to reach the interior. They have gone to Eyack, below Orca, and expect to get over to the Copper river and follow up the stream."

John Hassack, of Nebraska, was taken sick at Valdes and returned on the Excelsior. He was more hopeful about the crowd getting across the glacier than were the other men who came back. He said that while the snow was soft so many people would travel over it that a beaten track would be made. He said that one burro was being worked on the glacier successfully. The owner of the animal had muffled his feet in rags, so that he did not cut up the trail, and the beast racked 400 pounds with ease. Hassack says that the great trouble on the glacier is the fuel question. There is not a stick of timber on the vast expanse of ice, and when a man gets out fifteen or twenty miles the fuel question is a serious one. Many of the prospectors carry a few sticks of wood on their sleds, and after they start a fire put in a few spoonful of lard.

The Excelsior brought down the following passengers: E. Greenlow, of California; J. B. Stetson, of the Pacific Exploration Company; M. H. Hanson, of Artichoke, Minn.; W. A. Conover, of Red Bank, N. J.; and John Hassack, of Nebraska. Hanson was badly injured by a fall on the glacier, but has improved greatly on the trip down. The Excelsior landed forty-seven prospectors at Resurrection bay, who were going into the Cook inlet country. The trip from there was made in five days and without a stop.

GOOD NEWS FOR STOCKHOLDERS OF THE "CO-OPERATIVE."

A telegram was received yesterday by A. Robinson, secretary of the Co-operative Mining Syndicate, from A. J. Wells, superintendent, who is at their mine in Southern Oregon, that "the water had been turned onto the property, two giants were running, and everything working beautifully." This is the best news the 1200 stockholders of the "Co-operative" have received since the organization of the company, over a year ago.

Many perplexing delays have occurred in completing ditches during the rainy season, but the officers of the company have persistently kept the work progressing until success has finally crowned their efforts, and the washing has commenced. In a very short time the results of the first clean-up will be received at their offices at 112 Columbia street, and the public will be cordially invited to see the first output of the first mining venture successfully carried through on a co-operative basis, which reflects great credit on the management of the company.

RICH PLACER GOLD STRIKE.

In Kenai Peninsula 2,000 Feet Above Sea Level.

COOK INLET BETTER THAN EVER.

Story Brought Out by Charles Denham, of Chicago—The New Find Was Made Almost by Accident—Two Hunters Break the Ice High Up on the Hills and Take Out Very Rich Gold-Bearing Gravel.

Charles Denham, of Chicago, Ill., is the latest arrival from the Cook inlet country. He left Sunrise City February 23 and arrived here yesterday on the steamer Excelsior. Denham brings the news of a remarkable placer gold find on the Kenai peninsula, 2,000 feet above the sea level. He reports that the Cook inlet region is showing better than ever this winter, and that the 135 men in the country have been able to do a great deal of work. On Six-Mile creek considerable mining has been done this winter. One man secured \$70 for one day's work. The men are now engaged in hauling provisions and sawing lumber for cabins and sluices. February 21 was the coldest day this winter, the thermometer finding 42 degrees below zero. There has been no trouble of any kind at the inlet during the winter.

The gold strike in the hills of the Kenai peninsula, which Denham reports, was

made early in January by A. R. McConaughy, a well-known Cook inlet character, better known as "Long Shorty." Early in January he went into the hills with a friend on a hunting trip. When near Skillokh lake they broke the ice on one of the small creeks to prospect for gold. They dug a small pit, and the first pan full of gravel they took out ran \$3.18 when weighed later at Sunrise City. Other pans were secured which ran as high as \$1. Some were poorer. The gold was quite coarse. Denham says that this hill land has never been prospected, as the miners did not think that gold-bearing gravel would be found so high up.

"I left Sunrise City February 23," said Mr. Denham yesterday to a Post-Intelligencer reporter in his cabin on the Excelsior. "I came across the Kenai peninsula to a new landing place in Resurrection bay, where I caught the Excelsior five days ago. Placer and quartz strikes back in the hills were the only new discoveries this winter. Through the entire Cook inlet district, however, there is a better feeling among the miners, and no one will leave there for Dawson or Copper river. The winter has been a very mild one, and is the first in which the miners have been able to do any great amount of work."

"There are about 135 men in the district at the present time. They are taking advantage of good snows to haul supplies from the post to their claims along the various creeks. Some have already completed this work and are sawing lumber for cabins and sluicing. Lumber brings \$150 per thousand. It would not surprise me if Cook inlet came to the front this year as a gold producer. The miners are just beginning to get their claims thoroughly prospected. One man who last year did not do very well took out \$70 from the same claim in a day this winter."

"The Polly Mining Company has a large number of men at work hauling supplies and cutting timber. Last year they worked but sixty-seven days and took out about \$100,000. They will operate on a larger scale this year, and their output will be much greater. I have secured claims on Six-Mile creek for the Alaska Bonanza Mining Company of Chicago."

"In company with A. R. McConaughy, of Sunrise, I located a very well-appearing quartz ledge on Skillokh lake shortly before coming out. The property is about five miles south of Turnagain arm, and the ledge, which is about half a mile long, averages eight feet in thickness. Assays made at Sunrise show \$118 in copper, gold and silver. I have brought down a sack of ore which will have a test made here."

"There has been but one death in the Cook inlet country this winter. On February 16 a man was found dead in bed in his cabin on Six-Mile creek, about twelve miles from Sunrise. I did not learn his

name. He appeared to be all right when he went to bed, but was dead the next morning, when a neighbor visited his cabin."

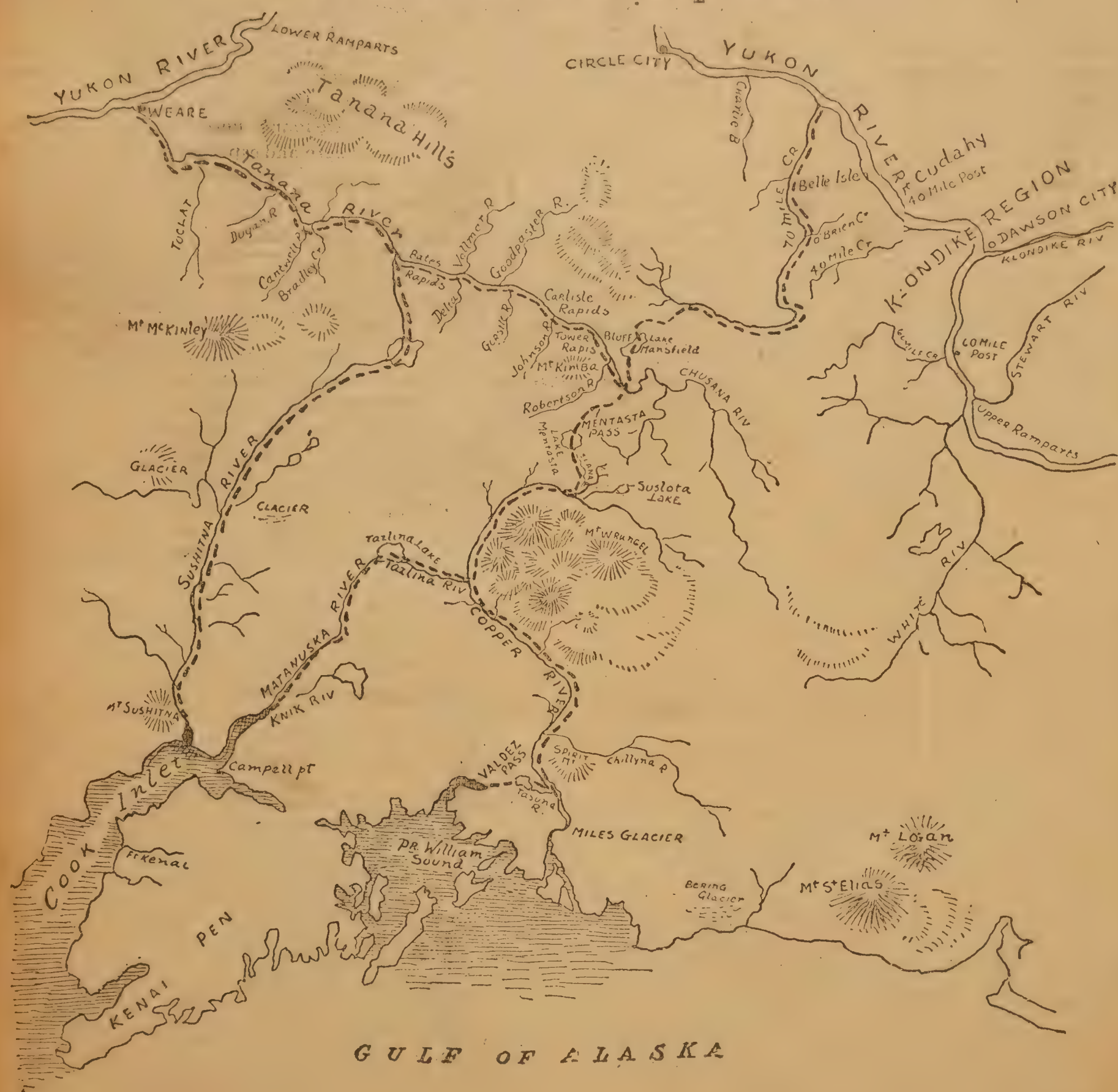
LOW RATES.

Freight for Dyea and Skagway on ship Yosemite. Will positively leave March 20. Apply at once at company's office, Spring street dock.

THREE ALL-AMERICAN ROUTES TO THE VALLEY OF THE YUKON.

March 18, 1898

Map Showing the Copper River Country, in Which Extensive Explorations Are to Be Undertaken by the Government Reindeer Expedition.



This map is compiled on data furnished by Capt. W. R. Abercrombie, showing the three known all-American routes to the Yukon as discovered in the explorations conducted by

or Seventy-Mile, Forty-Mile or Sixty-Mile creeks. Mentasta pass is the summit of the range, and from there across to the Yukon is possible by open routes in several directions.

The Yukon river offers by way of the Matanuska

river, Tazlina lake and Tazlina river, an all-water route to connection with the Copper river. The third route is by way of the Shushitna river, running into the Tanana. This will probably never become popular, owing to the disadvantages to shipping offered by the tides of Cook inlet. Under Capt. Abercrombie the entire Copper river region will be again thoroughly explored, 200 of the best reindeer being selected for use in this duty. The work will be under way by next June.

Capt. Abercrombie in 1884-1885. As shown by the dotted lines, they ascend three rivers, the Copper, Knik and Shushitna, and at the headwaters of these rivers join in a network which admits of progress in almost any direction. The most favored route is from the head of Valdes Inlet across the glacial moraine to the lake in which the Tasuna river heads, down the Tasuna to the Copper river, up the Copper to Lake Mentasta, thence over Mentasta pass to the headwaters of either the Tanana river

BULLETIN OF INFORMATION.

FACTS CONCERNING SKAGUAY.

THE GATEWAY CITY TO THE YUKON.

Alaska's Youngest City.

The story of the foundation of the youngest city in the world is soon told. Skaguay's birth was brought about as if by magic, yet it is possible that the argonaut of 1897, who first reached the bay on which the town is situated dreamt that here, six months later, would be a live, bustling town with a permanent population of at least 6,000 people, the entrepot for the great Yukon interior; where nearly every branch of business is represented, while the streets teem with thousands of fortune hunters enroute to the golden land of promise—the Klondike.

And yet this transformation has been effected in the brief space of six months. When the great rush to the Klondike region began during the latter part of July, 1897, the question of reaching the land of "plenty of gold" was uppermost in the minds of all men who had decided to join the great rush which characterized the months of July, August and September and which is still engrossing the attention of so many people.

The difficulties and vicissitudes to be encountered on the Chilkoot trail had been pretty thoroughly advertised for some years, and it was but natural that a better route should be desired. Hence it was that thousands of intending Klondikers sought Skaguay bay as a more expeditious way of reaching their destination. As a consequence of the great influx of people a tented town was soon found among the tall trees and underbrush of the Skaguay valley—a forest primeval until the argonaut penetrated its mazes and blazed out a path to the lakes of the interior in order to furnish the gold-seekers a means of speedily reaching the Yukon.

Thousands of men poured in and gradually the tented town gave way to wooden buildings. Its importance as a commercial point had been observed by far-sighted business men, who realized that here was the door to the Yukon country and through it must pass the people who would seek the interior of Alaska and the traffic which would be developed by reason of the influx into that great and practically unknown region.

Despite all adverse circumstances Skaguay continued to grow and prosper until today it has distanced all possible competitors and ranks as the first town

in Alaska—the metropolis of a vast territory whose natural riches are unsurpassed.

As has been said, Skaguay was born of necessity and the necessity which made its birth possible, has been largely instrumental in making its existence assured and its future certain. Occupying a splendid location on an excellent natural harbor, free from ice all the year round, the site for the building of a town is an ideal one. Its proximity to the Yukon country makes the town the natural supply point for the great interior country, the magnificence of whose wealth and its splendid possibilities are as yet little realized by the great mass of people, otherwise more or less familiar with the geography of the North American continent.

It is here that the nucleus of a great city was laid. It is here that may be seen the evidence of push and energy which have ever been characteristic of the English speaking people, and have made them the pioneers of civilization and the builders of empires.

From a tented town without streets, dropped, as it were, into the heart of a dense wilderness, has emerged a vigorous, young city with many of the improvements and adjuncts of modern civilization. In September of last year the bona fide population did not exceed 1,000. The growth since has been steady and natural. The town has not "boomed;" on the contrary it has received censure which it does not deserve and condemnation took the place of merited praise. But there never has been a retrograde movement of any kind. It is a typical "western" town full of bustling life and activity.

The tent where the merchant transacted business has been replaced by a handsome business block, until today there are more and better-built business houses in Skaguay than in the combined towns of Alaska. A handsome city has been platted with wide streets and alleys; street improvements have been made, sidewalks laid down; an electric light system established; a water supply system in course of construction, the supply being brought from a mountain lake just east of town having an elevation of 1,500 feet. The water supply will be pure and ample for all needs of the town. A church has been erected and the town supports a school which has a large and constantly increasing attendance. In the absence of any form of municipal incorporation in Alaska, the citizens, in Decem-

ber last, elected a city council composed of seven members, one of whom is president of the board. The members are: H. E. Battin; president; F. H. Clayson, Frank Burns, J. Allen Hornsby, J. Henry Foster, H. R. Littlefield and Charles Sperry.

The council has the general direction of the affairs of the city, such as providing for police and fire protection, sanitation; improvements of streets and the like. The money for these purposes is raised largely by voluntary subscription.

A word as to the prevalence of crime and the morals of the town. In a cosmopolitan town such as this, all classes and conditions are to be found, yet the records show that the town has been remarkably free from crime, and a comparison with the criminal lists of much larger cities and where the machinery of the law is vastly more effective, shows that Skaguay has an enviable record in this respect. Objectionable people are found here; they are found everywhere and especially in new towns where the opportunities are greater alike for the criminal as well as the self-respecting.

The business men of the city are alive, enterprising and honest. They are men who have been prominent in business, social and intellectual circles in the towns which they left in order to make their homes here, and have brought with them and applied the same business principles by which they were actuated, elsewhere. Many have brought their wives and daughters and the social side of life, while it may not be as varied or brilliant as that to be found in what is popularly termed more cultured communities needs no defense.

Skaguay has prospered, and will continue to do so. Those who doubt the statement are cordially invited to investigate for themselves.

J. F. A. STRONG.

SANITARY CONDITIONS.

In a land of gold where millions are produced the first year, exaggeration becomes so easy, it is difficult to avoid.

But everything is relative—the coughs and colds, with other ills incident thereto, now prevalent here, would scarcely be noticed in a New England city, having the same population as Skaguay. Those who lived in New England while the grippe was epidemic, or were personally acquainted with Leadville or Cripple Creek, while five to twenty-five people were dying daily of pneumonia, wonder at the excitement prevailing here because of a few cases of meningitis and pneumonia, which with all other natural causes, have caused only 22

deaths in Skaguay, and along the trail, this side of White Pass—since last August—the following certificate, signed by all practicing physicians in Skaguay, speaks for itself:

"In view of the many alarming reports being circulated throughout the country concerning the sanitary condition of Skaguay, and the spread of diseases, contagious and otherwise, the undersigned physicians of Skaguay, Alaska, desire to state that up to the present time there have been but nineteen deaths from natural causes during the past six months.

"When it is considered that there is a bona fide population of at least 6,000 people in this city, and a transient population of 6,000, and that hundreds of people are arriving here each week, the death rate cannot be considered high, nor is there foundation in fact for the exaggerated reports which find currency in the outside world.

"The conditions here existing are such as might occur in any community, and there is absolutely no danger of an epidemic of any kind.

"Signed:

"I. H. MOORE, M. D., Ex-Supt. Hospital for Insane of Idaho.

"H. B. RUNNALS, M. D., M. R. C. S., formerly Medical Supt. South Washburn Hospital, London.

"C. W. CORNELIUS, M. D.

"M. A. NEWELL, M. D.,
Cherida, Wyo.

"EMIL POHL, M. D.

"ESTHER G. POHL, M. D.

"A. H. BRYANT, M. D.

"J. ALLEN HORNSBY, M. D.

"T. E. WILLIFORD, M. D.

"WM. H. CHASE, M. D."

Thus it appears, that, without causing any undue excitement, frequently more deaths occurred in one day at Leadville or Cripple creek, than Skaguay has known during the whole of her existence. Why then should such a panic prevail among the uninformed, concerning the sanitary conditions here? It is not difficult to ascertain the principal reasons.

Leadville had no rival during her lurid days—which had ceased. When Cripple Creek gold became the magnet of the financial world—consequently, those two cities had an opportunity to stand on their merits, and have the facts concerning conditions there, calmly weighed, till intelligent and fair conclusions were reached.

That is not true of Skaguay. Being the natural gateway, through which the great army of gold seekers would march over White Pass to the Klondike, if they were correctly informed as to present conditions, Skaguay is subject to an enflaming fire from neighboring rivals, in ambition, if not in opportunity.

Skaguay is the stronghold which some of the others are combining to destroy, by misrepresentation and other questionable means. Whether such misrepresentation springs from ignorance, or

malice, or both, the effect is the same on those who seek to intelligently decide which is the best route to the Klondike.

Given such conditions, and then have a public meeting in Skaguay for the purpose of providing a hospital for a few sick people, living in tents without any suitable place to be nursed, have this followed by the circulation of subscription papers to pay for the hospital, and by a charity ball, and a theatrical benefit, to raise money to run the hospital, with all the publicity incident to such proceedings, in a place having two newspapers—a place which is the great passageway for those coming from and going to the Klondike from all parts of the world—and you can account for the wild rumors which have been maliciously or ignorantly published as facts. The writer has been connected with the Skaguay hospital work since its inception. Notwithstanding the hospital is open to all comers, there have been but 21 patients.

Of these, only two have died, the first one dying a few hours after admission. The cause was inflammation of the bowels, and not meningitis, which was falsely reported to be an epidemic in Skaguay.

Two patients were discharged, and the 17 remaining, are improving and will probably recover, as their diseases are principally coughs and colds and pneumonia—there being but three cases of meningitis.

It has been reported by the press in other places, that the sanitary conditions of Skaguay are such as will produce a great deal of sickness in the spring. The conditions here are about what are usually found in new places.

The town council has arranged for garbage wagons, that are now doing their work thoroughly before the ground thaws, and will keep the city as clean as possible afterwards. There is a scare about the water—more for what it may be than what it is. Arrangements have been prepared for supplying Skaguay with as good water as is known anywhere, from a pure mountain lake, a short distance above the city. In a word, there are no conditions in Skaguay to make the place more unsanitary than such a rapidly growing frontier city would usually be—and the practicing physicians here, will tell you that the average conditions here have made Skaguay "distressingly healthy."

WALTER CHURCH.

OUR WHARFAGE FACILITIES.

Skaguay possesses the best wharfage facilities to be found in Alaska. Indeed the wharves here will be found to be the equal of those of most of the cities of the North Pacific ocean.

The need of wharves to facilitate the landing of passengers and freight was early made manifest, during the great Klondike hegira of last year, and a number of capitalists began the erection of wharves in Skaguay bay.

The first on which the work of construction began, was that of the Alaska & Northwest Territories Trading Co. now known as Moore's dock, named after the veteran, Capt. William Moore, member of the above company. This dock was completed last fall, and it is of a substantial kind. Ships of the deepest draft can reach this, and in fact, all the other docks, with the greatest ease.

Next in order of construction, was the dock of the Skaguay Wharf & Improvement Co., a magnificent dock a few hundred feet west of Moore's dock, which has been completed for some months, while between the two above named docks, is that of the Pacific Coast Co., which is of the same substantial pattern, and built as the others. The fourth dock is already approaching completion. It has been built by the Skaguay & Seattle Wharf and Storage Co., and it will compare favorably with the other docks, which, combined, give Skaguay the very best facilities for receiving freight from the scores of steamers which weekly reach this port. Still another wharf is being erected, work having recently been begun on a new dock just around the point which juts out into Skaguay bay. The completion of this wharf will increase the number to five, thus affording the most ample facilities for receiving and storing freight.

The importance of ample wharfage facilities, in any seaport, need not be dwelt upon. They are a necessity of prime importance, and, here, we see the spirit of enterprise which has animated the builders of these structures. Six months ago not a dock or wharf existed. Passengers were rowed ashore in small boats, and at certain stages of the tides, the boatmen were forced to carry their passengers on their backs for a part of the distance. Freight was landed on lighters, and days sometimes elapsed before the argonaut or merchant could secure his supplies, and frequently when he secured them, they were found to have been badly damaged by the elements.

All this has passed long since. Steamers of the largest class now arrive here, discharge their passengers and cargoes in a few hours. The traveler undergoes no hardships, and merchandise and baggage are safely stored in commodious warehouses to await the owners' pleasure.

The amount of money invested in the docks of Skaguay is not less than \$150,000, a large sum, considering that the town, practically, is the outgrowth of the past six months. The tales told by the argonauts of last July, August and September, and the difficulties they encountered in getting their outfits from the steamers which brought them here are well remembered. The difficulties they then experienced are now being repeated at other places where conditions now exist similar to those which here existed last year.

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The argonaut may land in ease and safety at any of the Skaguay docks. If he so chooses, his outfit needs scarcely give him another thought of its safety until it is laid down at Lake Benuett, at reasonable rates, and with the smallest possible delay.

The above facts should be weighed carefully by the intending Yukoner. The advantages which Skaguay offers as a port of entry and departure for the Yukon country, can afford to do so without first fully investigating the different routes and their relative merits. Skaguay offers the very best facilities and the best route for reaching the headwaters of the great interior country, and a little investigation will prove this assertion beyond the shadow of a peradventure. Remember that Skaguay offers the very best facilities for the reception and care of freight and passengers, and a first class wagon road to Lake Bennett, and a cheap, easy and expeditious means of reaching the great interior.

J. L. SPERRY.

FROM A PACKER'S STANDPOINT.

After an experience of sixteen years in the business of packing and forwarding freight, supplies and ore to and from various mining camps in the United States and British Columbia, I have no hesitation in saying that the trail from Skaguay to Lake Bennett is the most easily traversed of any trail over which our pack trains have ever been operated.

The only complaint which our packers have to make is that the traffic over this trail is at times so great that they have to wait for other outfits to pass, resulting in a considerable loss of time and delaying their return to our camps at night. I would suggest that this trouble can be easily obviated by using the trail at night as well as in the day time. Our packers gain a great advantage by starting out before daylight, making several miles before the main volume of travel commences.

The winter trail from Skaguay to the summit of White pass follows the bed of the Skaguay river a natural running water grade a distance of fourteen miles, with the exception of Porcupine hill, and the hill at the ford where slower progress is made for the short distances covered by these two hills. There can be no doubt but the spring break-up will end the usefulness of the river trail, but instead of returning to the distressing experiences of last summer, on the old trail, travel will be diverted to the new wagon road which is now completed for upwards of fifteen miles from Skaguay, and which will permit the hauling of heavy loads at prices which will naturally be much lower than the present rates.

The wonderful growth of Skaguay from the country village of last year to its present population of 10,000 can be almost entirely attributed to the

superior facilities here afforded for reaching the interior country tributary to the Yukon and other gold bearing streams. After the land trip of thirty-five miles to Lake Bennett, there is nothing more formidable than placid lakes and swift running streams, which bear the traveler swiftly onward to his destination.

As a consequence, the prosperity of Skaguay depends almost entirely upon the activity resulting from the transportation of Yukon passengers and freight. Our business men are fully alive to the importance of this question and they are certainly to be depended on to furnish every possible facility for the prompt dispatch of this class of business.

The Skaguay trail is certainly the poor man's route to the Klondike. The road presents an endless procession of horses, oxen and dogs, dragging Yukon sleds heavily loaded with miner's outfits and supplies, while hundreds of tons are taken over each week by men who haul their own sleds, doubling forces on the hills and hauling an average of 300 pounds along the river and the lower stretches of White pass, while a much heavier load is hauled after the downhill grade from the summit to Lake Bennett is reached. The trail is lined with comfortable stopping places where meals are served at 75c, with an additional charge of 50c for lodging.

The greatest height reached is at the summit of White pass. The wagon road survey has established this altitude at 2,500 feet above sea level. This represents a rise of nineteen feet to the mile along the trail from Skaguay, while the twenty-one miles intervening from the Summit to Lake Bennett has a scarcely perceptible grade the lake being 1,000 feet above the sea.

I can confidently recommend this wagon road and route as the best—in fact as far as the wagon road is concerned—the only one in Alaska.

AL. BARTLETT.

THE BEST ROUTE TO KLONDIKE.

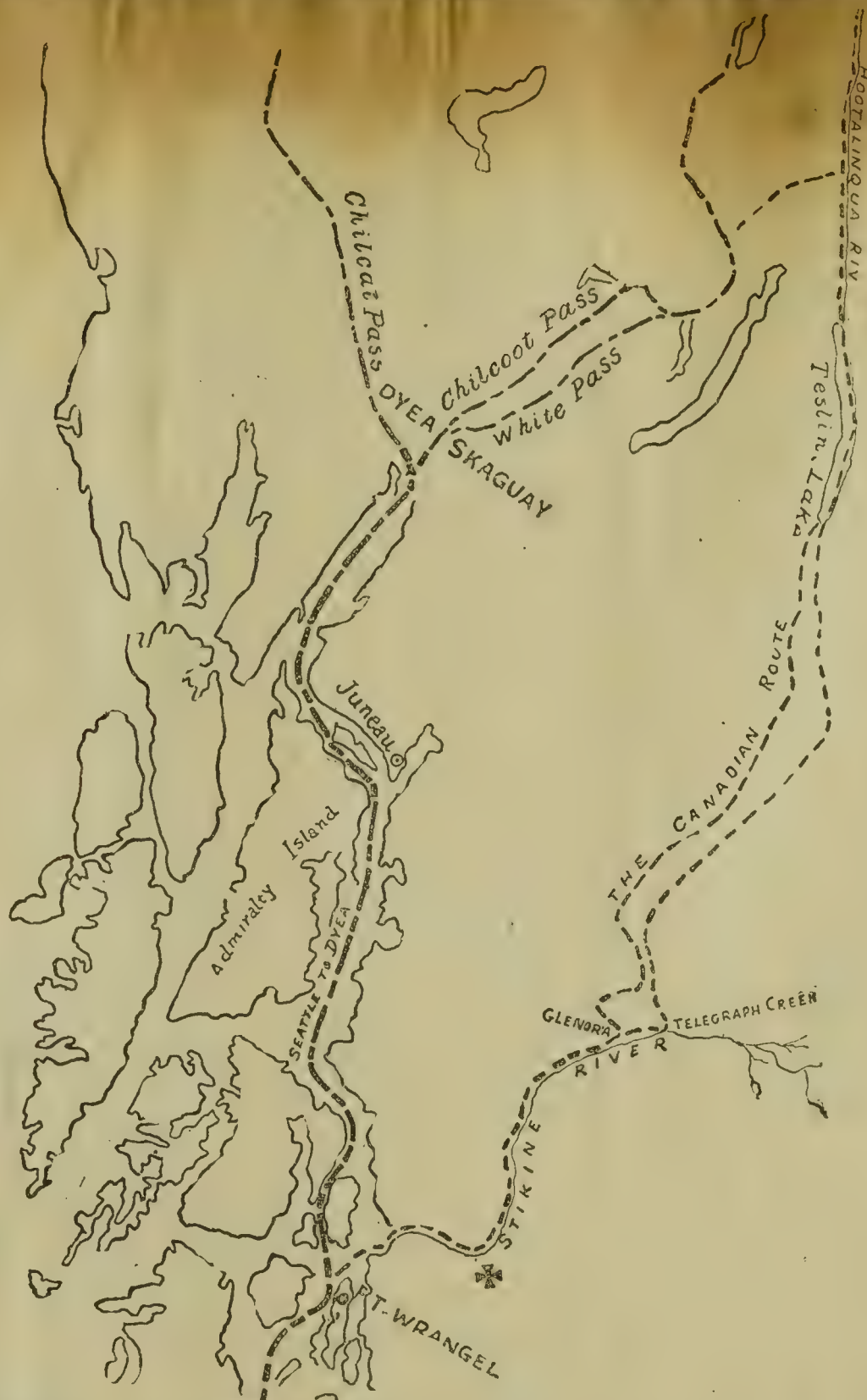
Klondike is the modern mecca; the placers of the Yukon, the richest and most extensive the world has ever known. Thousands are already on their way; tens of thousands are planning how to get there. "Which is the best route to Dawson?" is the question that is being asked everywhere. Climate sometimes presents obstacles which cannot be overcome. The Yukon river will never be the route. No expenditure of brains or money can make it such. For nine months of the year this mighty river lies sleeping in the frozen embrace of Arctic winter. During the few weeks of summer that it is open, navigation is impeded by shallow water, shifting channels and countless bars. As a passenger route, it is out of the question, and the freight traffic necessitated by an ever increasing population must seek other

ways or starvation result.

The Stickeen river and Lake Teslin route is receiving much attention at present. Neither capital nor energy will be spared to make it a success. What it may become in time is hard to say, but at present it is impracticable. Facts are stubborn things; briefly stated, they are these: From now until the river breaks, up travel is unsafe, if not impossible. Snow and slush seriously impede progress. Several who have recently attempted it, have given it up and come to Skaguay or returned home disheartened. The Stickeen seldom breaks up before the latter part of April, and oldtimers tell of one year when the ice did not commence to run until the twenty-fourth of May. After the ice goes out, the river is usually too low for navigation until swollen by spring rains or melting snows. At the best, 130 miles of treacherous river navigation lie between Wrangel and Glenora, while from Glenora to Teslin, more than a hundred and fifty miles, the route lies across an almost unexplored country. How is this part of the journey to be accomplished? The snow will be gone soon after the river breaks up. Pack animals will be the only means of transportation. There are but few horses or mules in the country; neither can they be gotten up the river in sufficient numbers to pack any large amount of supplies. Between the landing at Teslin and the Hootalinqua river, it is some ninety-five miles. This lake is shallow and storm-swept. Its dangers past, the Yukoner has yet 126 miles to go down the Hootalinqua before reaching Lewis river. Facilities for getting from Wrangel to Glenora except during the summer months there are none; even then, they are insufficient to accommodate more than a small number of people. A railroad from Glenora to Teslin is a possibility, an assured fact, it is said by enthusiastic Wrangel boomers, and when this is built, the hardest part of the trip will be done away with; but the snows of another winter will fall before any railroad is completed. Until then, the trip from Glenora to Teslin is a task the hardest prospector may well shrink from undertaking.

The Dalton route offers twice the distance of land travel. It is a good stock trail during the summer, but will never amount to anything for freight or passengers, until capital venturesome enough to build 300 miles of railroad has been found.

Dyea offers a route over the Chilkoot pass, whose hardships and dangers many have braved, but in whose memory there still remains a towering mountain, whose steep ascent is lost in the storm almost incessantly shrouding its summit, weeks of waiting for a pleasant day to assail the pass, days of the hardest kind of packing, hours of digging for outfits buried in the snows of the summit, and blind groping down precipitous mountain walls through thick winter mists.



The relative merits of the two overland routes to the gold fields are adequately shown in this map. The Stickeen route from Fort Wrangel to Telegraph creek has proven the ruin of hundreds of prospectors who have essayed to reach the headwaters of the Yukon over the ice of the Stickeen river. The cross indicates a point beyond which practically no one has been able to penetrate thus far this season. Between this point, which is twenty miles from Fort Wrangel, and the mouth of the river are scattered hundreds of miners who are cursing their luck in calling their judgment that lead them to undertake an impossible thing.

Quick Trip to Klondike

THIS IS THE SAFEST AND QUICKEST WAY TO REACH DAWSON CITY

We will take you from the head of Lake Bennett to Dawson City with **1000 POUNDS** of Freight, measured, in a thoroughly safe boat 60 feet in length in charge of an experienced boatman and furnish meals enroute for **\$200.**

Boats are covered to protect you from sun and rain. This will insure you a safe and pleasant trip with no inconvenience and much cheaper than the trip can be made by buying your own boat.

We will land you in Dawson City on or about June 10th, thirty days in advance of steamboats going up the Yukon. We will start from head of Lake Bennett about May 20th. Parties desiring to avail themselves of the only comfortable and safe way of reaching Dawson must arrive at Lake Linderman via Dyea trail on or before May 10th.

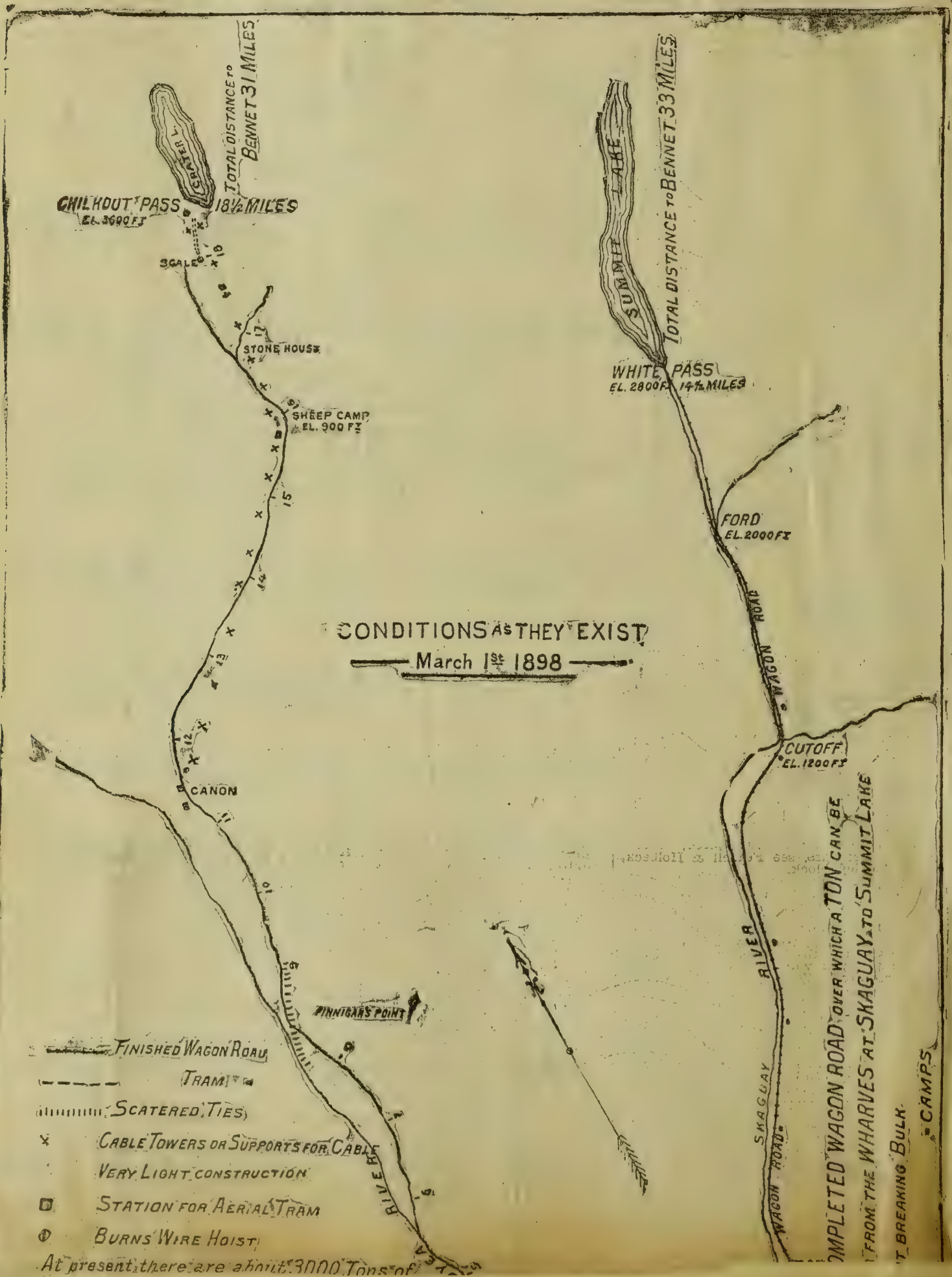
Special Attention will be given to Ladies.

For Passage apply to

F. W. PARKER,
606 FIRST AVE., SEATTLE, WASH.

or DAVIS & PEARCE, Dyea, Alaska.

BRACKETT Illustrates His Idea of the Skagway and Dyea Routes



freight at SHEEP CAMP and 300 Tons on the Summit (Dyea) and 500 Tons at Stone House. About 40 Tons per day is being hauled to Sheep Camp from Dyea on River bed. Burns Wire Hoist is lifting 5 Tons per day from the Scale to the Summit. No other method is being employed to get goods over the pass excepting what the men are carrying in their backs. No attempt has been made to cross the Summit for the past ten day Feb 26-1898 on account of Storms. The wire Trams may be in operation by the last of April. Three soft days such as today, no Teams can get above the CANON.

Feb. 28, 1898. Wm. R. Smith C.E.



Hugh C. Wallace:

Sir—Absence from the city has prevented my replying to your weak and very personal attack. You seem to be as "mad as a March hare" because of the facts I published in relation to the Dyea and Skagway trails.

You say your "great sympathy" for passengers to the Klondike leads you to reply. Were it not for that you would treat my communication with the "contempt it deserves."

Now I am going to aid you in giving information to the traveling public, for whom you profess so much sympathy, and herewith publish a map which will evidently give you and them some "valuable" information as to the Skagway and Dyea trails. It certainly will you from the fact that you have NOT visited that country and know LITTLE of the situation. I have further facts that I will give you in due time.

You refer to a "suit" brought by my alleged associates. I understand full well that YOU and YOUR associates with Judge Acklen had quite a "conference" before the papers were even SERVED upon me. But let me say here that, having right and justice on my side, I will fight his "suit" in the COURTS and NOT in the newspapers—and to a successful issue.

You seem to be very much worried about my friends "losing their money." Let me say here that they are capable of taking care of themselves, and were they NOT I doubt whether they would make YOU their guardian.

Now, "young man," you need have no fears for the "disappointed old man," for you will find him able to defend himself against ANY attacks that you may make, whether PHYSICAL or MENTAL.

GEORGE A. BRACKETT.

THE DYEA ROUTE.

Some Observations on Brackett's Skagway Road.

George A. Brackett—

Sir: Your ill-tempered, gratuitous and unjustifiable attack upon me as president of the Chilkoot Railroad and Transport Company, published in the Daily Times of yesterday and the Post-Intelligencer of this morning, might properly be treated with that contempt which the motive that inspired it deserves, were it not that, unanswered, persons seeking to reach the Yukon river might be misled by its untruthful assertions and thereby be made to suffer.

You maliciously endeavor to show that I am responsible for having turned the bulk of travel through Dyea. Unlike you, my efforts have been confined to pushing a legitimate enterprise on its own merits, without seeking to detract from those of a rival. The well authenticated reports of the horrors of the Skagway trail, where thousands of horses were killed, and whose carcasses still remain to breed infection this spring, and which had widespread publication last fall, together with recent exaggerated publications of the scourge of meningitis prevailing at Skagway, are the prominent factors which have influenced public opinion against that trail, and for which I am in no sense responsible. I have had and still have but the kindest feelings for Skagway and its inhabitants. I admire their pluck and enterprise.

Before you became interested in the wagon road enterprise you strongly favored Dyea, as I am reliably informed, but now your interests appear to color your views and lead you to make untruthful statements about the Dyea trail; for you know that the pictures you draw of the beauties of the Skagway and the difficulties of the Dyea trail are picturesquely false.

At the inception of the wagon road enterprise, when you laid the matter before me and entreated me to invest, you will remember that I told you it was impracticable and visionary, and that all the money invested in it would be lost. Had you heeded my suggestions you would not now be seeking some avenue to shift the responsibility for the loss of your friends' money in the Skagway toll road.

The Chilkoot Railroad and Transport Company is in operation and is successfully handling without delay all freight that is contracted for, with entire satisfaction to its patrons. You know, and every one familiar with that locality knows, that storms existed last month that interrupted traffic and made work impossible, and yet in your attack upon the Chilkoot Company's line you carefully concealed that fact. As to the large amount of freight at Sheep camp, you studiously avoid saying that in the main it belongs to persons who are endeavoring to transport their own goods across and who are waiting the advent of better weather. In lieu of the statements of interested parties attached to your letter, why have you not secured at least some from the "many thousands of owners" of this freight that they have been misled, deceived and robbed by my company?

You state that the wagon road is finished and that persons are using it, and that with "right, nature and truth" on your side you "have secured the means and completed the only available method of crossing the passes." You know that this statement is willfully untrue. You know that the wagon road is not finished, and that the material for the main bridge across the Box canyon was lost in the ship Canada in February, and that without that bridge the wagon road is not available. You know that from the summit to Lake Bennett the distance is greater than from Skagway to the summit, and that you have done no road work of any kind beyond the summit, and you know you cannot make that portion of the road passable this season.

In fact, your whole representations are false, misleading and are in full keeping with the character given you by your associates in the Skagway and Yukon Transportation and Improvement Company; and if one tithe of the charges contained in the suit brought against you by your associates are true, you should be consigned to the undying contempt of every honorable man. You have willfully attacked me without cause or reason, and I leave you to answer in the suit just brought against you the charge of having grossly deceived and defrauded your associates in the wagon road enterprise.

Your shafts of abuse are pointless—your assumption of truth a farce—your letter a tirade of misrepresentations, which are, in fact, but the senile wallings of a desperate and disappointed old man.

HUGH C. WALLACE, Tacoma,
Pres. Chilkoot Railroad & Transport Co.

March 8, 1898.



EXECUTIVE OFFICE,
SITKA, ALASKA.

❖1898.❖—

We here in Alaska can join our friends in the States in rendering praise and thanksgiving to Almighty God for his goodness and mercy. Victory has been given us over Spain and our Army and Navy have brought liberty and hope to people who were crushed. While our soldiers have gained battles we can be thankful that we did not have a Stronger Enemy to fight, and that our own pitiable weakness in supplying, caring for and handling troops has been revealed to us.

The States have been blessed with abundant harvests and the fruits of the husbandman's toil have come to us by the shiploads.

We have sent in return an immense product from our canneries and a large sum in gold bullion from our quartz and placer mines. We can rejoice that many families have established their permanent homes in Alaska during the year now closing. The poor man can thank God that there is such a country as Alaska where there are so many grand opportunities for him. While we recall all these things with feelings of gratitude the recollection of those who were so suddenly taken on the Clara Nevada and in the Chilcoot Pass will solemnize our thoughts and temper our devotion.

In accordance with the time-honored custom of the forefathers of our country, therefore I, John G. Brady, Governor of the District of Alaska, do hereby appoint

Thursday, the 24th day of November, A. D, 1898

as a day of solemn and public thanksgiving to God for past blessings and of supplication for his continued kindness and care over us as a District and Nation.

On the day designated let us assemble at our respective places of worship, and with grateful praise and thanksgiving confess our responsibility to God, the Creator of us all, and forget not to share our plenty with the poor, to comfort the sick, cheer the unfortunate and manifest charity toward all.

Given under my hand and the Great Seal of the Territory of Alaska, at Sitka, this 3rd day of November, in the year of our Lord one thousand eight hundred and ninety-eight, and the one hundred and twenty-third year of our American Independence, and the thirty-first year of the transfer of the Territory from Russia to the United States.

JOHN G. BRADY.

By the Governor:

Albert D. Elliot,

Secretary of the Territory.

THE SEATTLE POST-INTELLIGENCER, TUESDAY, SEPTEMBER 12, 1903.

Prosperity in the Northwest Field

A CINCH ON THE SUN



Geo. Huger

"It has been proved that the continuous daylight prevalent throughout Alaska during the months of June, July and August stimulates a more rapid growth in vegetation, and a crop may be raised in almost half the time required in the states. None but those who are prejudiced can doubt the agricultural possibilities of Alaska."—Prof. C. C. Georgeson.

